

# *City of Santa Clara*

## **Monticello Village Final Environmental Impact Report SCH No. 2013102055**



Prepared for:  
City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, California 95050

Prepared by:



**IMPACT SCIENCES, INC.**

555 12th Street, Suite 1650  
Oakland, California 94607

April 2014

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# 1.0 INTRODUCTION

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## 1.1 PURPOSE OF THE FINAL ENVIRONMENTAL IMPACT REPORT

This response to comments document, together with the Monticello Village Draft Environmental Impact Report (Draft EIR) which is incorporated by reference, constitutes the Monticello Village Final Environmental Impact Report (Final EIR). The Final EIR is an informational document prepared by the lead agency (City of Santa Clara) that must be considered by decision makers before approving or denying the Monticello Village project (proposed project). Pursuant to Section 15132 of the *California Environmental Quality Act (CEQA) Guidelines*, this Final EIR consists of (1) revisions to the Draft EIR, (2) a list of persons, organizations, and public agencies commenting on the Draft EIR, (3) comments received on the Draft EIR, (4) the City's responses to significant environmental points raised in the review and consultation process, and (5) any other information added by the City. The Final EIR will be used for review and consideration for certification by the City.

A copy of the Final EIR is available on the web at <http://www.santaclaraca.gov/>. The Final EIR is also available for review at the following location:

City of Santa Clara  
City Hall  
1500 Warburton Avenue  
Santa Clara, California 95050

Contact: Yen Han Chen, Associate Planner  
Email address: [ychen@santaclaraca.gov](mailto:ychen@santaclaraca.gov)

## 1.2 ORGANIZATION OF THIS RESPONSE TO COMMENTS DOCUMENT

This document is organized into four sections. Following this introduction (**Section 1.0**), **Section 2.0, Comments on the Draft EIR and Responses to Comments**, contains a list of persons that submitted written comments on the Draft EIR; reproductions of the written comments; and responses to those comments. Each comment letter is coded and each comment is labeled with a number in the margin. (The comment letters are presented in **Appendix A**.) **Section 3.0, Errata** presents changes to Draft EIR text in response to comments received on the Draft EIR as well as City-initiated minor changes to the project. **Section 4.0, Report Preparation**, lists persons involved in the preparation of the Final EIR.

### 1.3 EIR CERTIFICATION – PROJECT APPROVAL PROCESS

Prior to approving the proposed project, the City must certify that (1) the Final EIR has been completed in compliance with the California Environmental Quality Act (CEQA); (2) the City has reviewed and considered the information in the Final EIR; and (3) the Final EIR reflects the City's independent judgment and analysis (*State CEQA Guidelines*, Section 15090).

Once the Final EIR is certified, the City can approve the project as proposed, approve one of the alternatives evaluated in the EIR, or choose to take no action on the project. As part of the approval of either the project or an alternative, the City must make written findings for each significant effect identified in the EIR. These findings will state whether the identified significant effect can be avoided or substantially reduced through feasible mitigation measures or a feasible alternative, whether the effect can only be mitigated by the action of some agency other than the City, or whether the identified mitigation measures or alternatives are infeasible and cannot be implemented (*State CEQA Guidelines*, Section 15091). To ensure implementation of all adopted mitigation measures, the City must adopt a mitigation monitoring and reporting plan (*State CEQA Guidelines*, Section 15097). In addition, after all feasible mitigation measures are adopted, if some effects are still considered significant and unavoidable, the City must adopt a Statement of Overriding Considerations that identifies the specific economic, social, technical, or other considerations that, in the City's judgment, outweigh the significant environmental effects of the proposed project (*State CEQA Guidelines*, Section 15091).

Once it is certified, the Final EIR may also be used by responsible agencies in deciding whether, or under what conditions, to approve the required entitlements.

### 1.4 PUBLIC INVOLVEMENT

On January 30, 2014, the City of Santa Clara, as the Lead Agency under CEQA, issued a Draft EIR on the Monticello Village Project. The Draft EIR was circulated for a 45-day public comment period that ended on March 17, 2014. Copies of the Draft EIR were distributed to agencies, local governments, and interested parties. The Draft EIR, including all appendices, was also posted on the City's web site, and hard copies of the Draft EIR and appendices were made available to the public at the Santa Clara Library and Santa Clara Planning Division.

## 1.5 RESPONSE TO COMMENTS

Under CEQA, following completion of a Draft EIR, the City of Santa Clara is required to consult with and obtain comments from public agencies that have jurisdiction by law or discretionary approval authority with respect to the proposed project, and provide the general public with an opportunity to comment on the Draft EIR. Responses to all written comments received within the comment period are contained in this Final EIR in **Section 2.0, Comments on the Draft EIR and Response to Comments**. In addition to the responses, this Final EIR includes factual corrections to the Draft EIR text and minor project description changes. Any changes to the text of the Draft EIR that resulted from the comments are also presented in **Section 3.0, Errata** of this document. None of the changes to the Draft EIR text represents significant new information (as defined by *State CEQA Guidelines* Section 15088.5) and the conclusions of the EIR regarding significant impacts, alternatives, and mitigation measures remain unchanged.

## 2.0 COMMENTS ON THE DRAFT EIR AND RESPONSES TO COMMENTS

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### 2.1 INDEX TO COMMENTS

All agencies, organizations, and individuals who commented on the Draft EIR are listed in **Table 2.0-1, Index to Comments**, below. As described in **Section 1.0, Introduction**, all comments on the Draft Environmental Impact Report (EIR) received in writing have been coded, and the codes assigned to each comment are indicated on the written communications that are reproduced in **Appendix A**.

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**Table 2.0-1  
Index of Comments**

Letter Number	Agency/Organization/Individuals Name
<b>Local Agencies</b>	
LA-1	Santa Clara Valley Transportation Authority Roy Molseed, Senior Environmental Planner
LA-2	County of Santa Clara, Roads and Airports Department Dawn S. Cameron, County Transportation Planner
LA-3	City of Sunnyvale Andrew Miner, Principal Planner
<b>Organizations</b>	
ORG-1	North Nobili Homeowners Association Michael Kaufman
ORG-2	Citizens Advocating Rational Development Nick Green
<b>Individuals</b>	
IND-1	Yito Chi
IND-2	Curtis Knight
IND-3	Kevin Strong
IND-4	Josh Kessler
IND-5	Holly Lofgren
IND-6	Jim Schibler
IND-7	Yito Chi
IND-8	Michael Kaufman
IND-9	Shelley Relph
IND-10	Nichole Seow

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## 2.2 RESPONSES TO INDIVIDUAL COMMENTS

**Table 2.0-2, Response to Comments**, that follows presents all written comments received on the Draft EIR and responses to individual comments. All comments are reproduced verbatim in the table below. The original letters are included in **Appendix A**.

**Table 2.0-2  
Response to Comments**

Comment Number	Comment	Response
<b>Comment Letter LA 1 - Santa Clara Valley Transportation Authority, March 17, 2014</b>		
<b>LA 1-1</b>	<b>Land Use</b> VTA supports the proposed land use intensification on this site, strategically located on the regional transportation network and served by the Lawrence Caltrain station. The proposed residential density of 51 units/acre will provide a built in market for transit at the site and help incrementally reduce vehicle travel and greenhouse gas emissions. In addition, the inclusion of a significant amount of retail in conjunction with residential on the site can serve to internally capture trips and incrementally reduce the automobile usage and greenhouse gas emissions associated with the project.	Santa Clara Valley Transportation Authority's (VTA) support of the proposed project is noted.
<b>LA 1-2</b>	<b>Bicycle and Pedestrian Accommodations</b> VTA commends the City and the project applicant for including a thorough analysis of bicycle and pedestrian modes and proposing several improvements to these modes in the TIA, along with a map of improvements (pgs. 45-47).	Comment noted.



Comment Number	Comment	Response
LA 1-3	<p>CMP Intersection Impacts and Mitigation</p> <p>The TIA and DEIR find significant impacts to two CMP Intersections under Background Plus Project Conditions: Lawrence Expressway and Argues Avenue and Lawrence Expressway and Reed Avenue/Monroe Street. For both impacts, physical improvements to the intersections identified in the Comprehensive County Expressway Study are identified as potential mitigation measures, but the impacts are found Significant and Unavoidable because the specific details of the interchange designs are not available. However, in the absence of mitigation measures to reduce the impact to Less than Significant and considering that the grade separation of Lawrence Expressway is a long-term project, VTA recommends that the applicant implement automobile trip reduction strategies from the Deficiency Plan Action List found on pages 19-20 of the VTA Deficiency Plan Guidelines to reduce the impact to the extent feasible. In particular, VTA recommends expanding the transit fare incentive program described on page 22 of the TIA to include both residents and employees on an ongoing basis, rather than "for residents at move in" as described.</p>	<p>As discussed in Draft EIR Section 3.8.5, the Applicant proposes to incorporate Transportation Demand Management (TDM) strategies into the proposed project and additionally provide bicycle and pedestrian amenities to decrease use of the single-occupant automobile and reduce vehicle miles traveled. The TDM program is proposed as a project design feature and will be finalized prior to project occupancy. The TDM program will include a provision that would allow the program to be adjusted over the life of the project based on the annual evaluation of the program. Please note, as described in more detail in Draft EIR Section 3.8.5, that the proposed project includes many of the measures in Table 4-1 of the Deficiency Plan Guidelines, namely bicycle and pedestrian improvements (A1, A3, A5, A6, and A7); improvements to the bus stop on Monroe Street adjacent to the site (B1); provision of transit information at a kiosk and electronic transit arrival information (B5); travel green incentive program for residents (B7); retail services on the project site (E4); parking management (E6); and traffic flow improvements on Monroe Street (F4 and F6). The City's goal is to reduce trip generation from the project to the maximum extent feasible. The City will consider the suggestion in this comment to require a transit fare incentive program for residents and employees on an ongoing basis.</p>

Comment Number	Comment	Response
LA 1-4	<p>Potential Future VTA Bus Route Options</p> <p>The Lawrence Caltrain station currently is not directly served by VTA bus service. The closest routes are Route 328 (Limited Service) which operates along Lawrence Expressway only in the morning and afternoon peak periods, and Route 32 which operates along Monroe Street at 30- minute headways during peak periods and 45- minute headways in the middle of the day. In order to facilitate transit connections to and from the Caltrain station and serve existing and future development in the station area, VTA may explore opportunities to provide bus access directly to the station in the future. Any changes to service would be considered in the framework of VTA's Board-adopted Transit Sustainability Policy and Service Design Guidelines (TSP/SDG), which provide guidance for evaluating possible new or modified VTA transit service. VTA looks forward to continued coordination with the City of Santa Clara, the City of Sunnyvale, and the County Roads and Airports Division on roadway configurations to facilitate potential future bus access to the Caltrain station, including ongoing discussions through the Lawrence Grade Separation Study.</p>	Comment noted.

Comment Number	Comment	Response
LA 1-5	<p><b>Existing Bus Service</b></p> <p>The DEIR notes that the existing bus stop will be moved slightly east to accommodate the development. The exact location and design of the bus stop should be coordinated with VTA as the project goes through the design process. The bus stop should include the following improvements:</p> <ul style="list-style-type: none"> <li>• A minimum 22' wide curb lane or bus duckout to achieve this width</li> <li>• A minimum 10' X 55' PCC concrete bus pad constructed to VTA standards</li> <li>• A minimum 8' X 40' sidewalk adjacent to the bus stop</li> <li>• A solar powered pole mounted bus stop light with ADA accessible button</li> </ul>	<p>The Applicant will work with the City and VTA to establish the exact location and develop the design of the relocated bus stop. The improvements identified by VTA will be considered in this process.</p>
LA 2-1	<p>The Mitigation Measure TRANS-1a proposes to "modify the traffic signal at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street to provide an overlap phase for the westbound right-turn movement." The overlap phase as a mitigation measure is acceptable provided that the Lawrence Expressway southbound U-turn movement is prohibited and the currently free running right turn from westbound Monroe Street onto northbound Lawrence is conveyed into a squared corner, in order to prevent overlap phase conflicts. It may be necessary to provide double right-turn lanes from westbound Monroe Street to northbound Lawrence Expressway to handle the volumes with the squared corner.</p>	<p>Based on conversations between the City's traffic engineer and the County staff, improvements to the Lawrence Expressway/Reed/Monroe Avenue intersection will include squaring off the northeast corner, modifying the traffic signal to provide a westbound right turn overlap, and prohibiting the southbound Lawrence U-turn movement. Currently, with the existing configuration of the intersection, there is no receiving lane on Lawrence Expressway for westbound right-turn movement from Monroe Street, therefore all existing westbound right turn traffic must come to a stop or yield to traffic on Lawrence Expressway. The right-turn overlap along with squaring of the corner will not impact the capacity of the movement or queue storage, but will provide more efficiency and throughput. In addition, motorists will be given a green right turn arrow when there are no conflicts, which will remove some ambiguity of when they need to stop or yield to possible conflicting movements. However, a 2<sup>nd</sup> right-turn lane will not be provided, because that would increase the crossing distance and decrease safety for pedestrians, as they would be exposed to approaching traffic for a longer duration.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
LA 2-2	We concur with Mitigation Measure TRANS-1b and TRANS-2a to provide a fair share contribution to the City of Santa Clara for payment to Santa Clara County for construction and implement necessary improvements, such as the Lawrence Expressway Grade Separation project. Please note that any fair share contributions should be made only to Santa Clara County, as Caltrans does not own or maintain the expressway facility.	Mitigation Measures TRANS-1b and TRANS-2a have been modified to delete the reference to Caltrans. Please see Final EIR <b>Chapter 3.0, Errata</b> .
LA 2-3	The counts conducted in August 2013 for Lawrence Expressway for existing conditions were not approved peak counts. The TIA should re-do AM and PM counts on Lawrence Expressway.	The City used the most recent counts from the last CMP monitoring that were available as of the date of the Notice of Preparation (October 25, 2013).
LA 2-4	The timing settings for expressway intersections are incorrect. The transportation impact analysis should be conducted using County signal timing for County study intersections and the most recent CMP count and LOS data for CMP intersections. The County will provide the correct signal timing settings for the TIA upon request. The TIA should recalculate LOS for all conditions to ensure potential impacts are correctly identified.	The City used the timing settings that were available as of the date of the Notice of Preparation (October 25, 2013). For CMP intersections, CMP settings (PM Peak Hour) were used.

Comment Number	Comment	Response
<b>Comment Letter LA 3 - City of Sunnyvale, March 17, 2014</b>		
LA 3-1	<p>The Cities of Sunnyvale and Santa Clara have worked jointly to create the context of the Lawrence Station Area Plan (LSAP). The plan area includes the area half mile from the Caltrain station, and includes the project site. A Technical Advisory Group (TAG) is included as part of the LSAP efforts to ensure applicable agencies are included in the discussion of the plan. Agencies include the City of Santa Clara, County of Santa Clara, VTA, ABAG and MTC, Caltrain and the Bay Area Air Quality Management District.</p> <p>During the first phases of the LSAP preparation, the cities of Sunnyvale and Santa Clara would hold joint public outreach meetings to gain an understanding of the community's goals and expectations for the plan area. A key component of these community discussions was how to improve area-wide access to an underutilized train station. The Lawrence Caltrain station is difficult to reach because of a poor circulation pattern in the area. There is no bus access to the station due, in part, because of the poor road systems in the area.</p> <p>The LSAP was created for two main purposes: create land use allowances to bring more activity to the station area, and to improve circulation in the area. Given the difficulty in providing new and improved roads, the expectations have been that future redevelopment of the area would provide opportunities to improve the circulation.</p>	<p>As stated in Draft EIR Section 4.8.1, the project site falls outside the Draft Lawrence Station Area Plan. Nonetheless, as a transit-oriented multifamily mixed-use development, the proposed project is consistent with the Draft Station Area Plan. Furthermore, the City and the Applicant are working with VTA to meet transit needs of the area.</p>

Comment Number	Comment	Response
LA 3-1 cont.	<p>The adopted first phase of the LSAP identified the poor access to the Caltrain station from as a key area to be addressed. Consequently, the circulation framework for the LSAP shows methods for improving circulation to the station and in the area in general. This circulation framework for the area south of the train tracks shows the need for a future road on the old Extreme Network site which would connect Nobili Avenue in Santa Clara to French Street in order to provide improved multi-modal access for the community to the Lawrence Caltrain station. Redevelopment of the site would provide the opportunity to meet the goals of the community and LSAP.</p> <p>The first phase of the Lawrence Station Area Plan was adopted by the Sunnyvale City Council in fall of 2011. The formal station plan and EIR are currently in preparation based on elements from the first phase. The plan adoption is expected later this year.</p>	

Comment Number	Comment	Response
LA 3-2	<p><b>3.8.5 Sustainable Development Features:</b></p> <p>Improving alternative access to major transit stops, such as Lawrence Caltrain station, is an important sustainable goal. While the addition of high density housing near the station is a key element, providing improved access to the station to the community is also an important sustainable goal.</p> <p>The proposed project has the opportunity to greatly improve access to the station by allowing a road to extend through the project site to access French Street at the north side of the site. Aligning a road with Nobili Avenue and running along the rear of the project would allow another point of access to the station.</p> <p>The project, instead, maintains French Street as the only road to the station, a one-way street in the current location. The French Street location is severely hampered by the close proximity to Lawrence Expressway. This close proximity prevents a signal being placed at French Street and Monroe Street and reduces the transportation opportunities for the site.</p> <p>The DEIR mentions the project's accessibility to multiple transportation modes, including on-site improvements and transit programs, but all programs being included will only address those that affect the project site. They do not improve access to the station from the surrounding community. A major element of the Lawrence Station Area Plan is to provide multiple modes of transit options in the area, which this project does, not do.</p>	<p>As described in Draft EIR Section 4.11, a road through the project site that was wide enough to accommodate buses and vehicle traffic on the turns would cut a wide swath through the site and would create remainder parcels that would be oddly shaped. It would not be possible to develop the site in a coherent fashion, and the construction of a public roadway through the project site could render the proposed project infeasible. If it becomes necessary or desirable in the future for VTA to run buses to the Lawrence Caltrain station from Monroe Street, they could use Agate Drive and Monticello Way. As can be seen from the VTA's comment letter (<b>LA 1</b>) on the Draft EIR, VTA has not requested a direct route through the project site.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
LA 3-3	<p><b>4.8.1 Introduction:</b></p> <p>The comment to the second bullet point that the project be analyzed within the context of the LSAP incorrectly states that the project site falls outside the LSAP. The LSAP boundary is a half mile radius from the Caltrain station, and the project site is approximately one fourth mile from the station. It is acknowledged that the policies of the LSAP will only affect property in Sunnyvale, but the initial concept of the LSAP was developed in conjunction with the City of Santa Clara, including the initial circulation framework that included a road connecting Nobili to French Street. This framework still shows the internal street layout through the project site.</p>	<p>The project site is within the LSAP study area but not within the plan area boundary as the LSAP applies only to lands that lie within the City of Sunnyvale. With respect to a roadway through the project site to connect Nobili Street to French Street, please see Response to Comment <b>LA 3-2</b>, above. It is acknowledged that a prior project proposed at the site included an internal private drive connecting Nobili Avenue to French Street. However, this internal private drive included a roundabout and was not sized to accommodate buses.</p>
LA 3-4	<p><b>4.8.3.2 Local Plans:</b></p> <p>The Lawrence Station Area Plan (LSAP) is a local adopted plan that should be included In the description of local plans.</p>	<p>The LSAP is still in development and has not been adopted. Furthermore, the boundaries of the plan area do not include the project site. Therefore, the LSAP is appropriately not included in Draft EIR Section 4.8.3.2.</p>



Comment Number	Comment	Response
LA 3-5	<p><b>4.8.4.3 Projected Impacts and Mitigation Measures, Impact LU-1</b></p> <p>The proposed project would not physically divide an established community:</p> <p>While the project would not exacerbate the physical divide the project site creates by limiting access from the adjacent community, it also does not take advantage of the opportunity to improve the situation. Providing an internal road from Nobili Avenue to French Street would improve access from the surrounding neighborhoods to the station for all types of transportation uses, including transit, cars, bicycles and pedestrian.</p> <p>Also, the project is designed with a large footprint effectively spanning the entire site. Land use plans, including the LSAP, calls for large blocks to be broken into 300 foot lengths to allow for pedestrian access throughout the site and the avoidance of large, bulky developments. If the scaled plan on Figure 3.0-2 is accurate, the ground floor development extends over 900 feet across the site. Although this is not dividing an established community, it is preventing the entire site to feel like a part of the existing area since it is designed to look into itself, and not relate as much to the surrounding area.</p>	<p>As discussed in the Draft EIR Section 4.8.4.3, Impact LU-1, the proposed project would not physically divide an established community.</p> <p>Please see Response to Comment <b>LA 3-2</b>, above regarding the infeasibility of constructing a public roadway through the project site.</p> <p>As the proposed project is located outside the LSAP, it is not subject to the design goals of that plan that ask for large blocks to be broken into 300-foot lengths. Provision of public access (pedestrian or bicycle) cutting directly through the project site is not feasible. However, please note, as described in more detail in Draft EIR Section 3.8.5, the project includes several improvements to pedestrian and bicycle facilities along the periphery of the project.</p>

Comment Number	Comment	Response
LA 3-6	<p><b>4.11.1 Introduction:</b></p> <p>The final bullet point on page 4.11-3 asks that a corridor progression analysis be performed on Lawrence Expressway traffic, and the response is that this type of analysis is not typically performed to evaluate the impact of new land use development projects. The City of Sunnyvale has included this type of study of the DEIR for the project known as "Landbank" at North Wolfe Road and Arques Avenue. Use of this technique could better characterize the traffic impacts of the Monticello project in this location.</p>	<p>The City of Sunnyvale was contacted to request an example of a traffic study that included a "progression analysis." Sunnyvale provided the traffic study for the Landbank R&amp;D Office Redevelopment, dated January 16, 2014. The City of Santa Clara reviewed that study and finds that it presents a qualitative description of operational issues along Lawrence Expressway, including queues that block upstream intersections and queues that overspill turn pockets. The study states that the level of service grading system does not adequately characterize these problems. The Landbank traffic study does not make any adjustments to the intersection level of service calculations as a result of these observations. The report states the following on page 35 "The City (Sunnyvale) does not have a formal threshold for queuing impacts, but rather treats queuing issues as operational issues unless overall intersection LOS thresholds are exceeded. Thus, the exacerbation of vehicle queues due to the proposed project is not a project impact."</p> <p>The Monticello traffic study, included in the Draft EIR Appendix 4.11, makes similar statements about operating conditions along Lawrence Expressway on page 16, and takes the same approach to queuing impacts as the Landbank traffic study. Thus, the Monticello Village project traffic study uses essentially the same methodology that Sunnyvale used in the Landbank traffic study to analyze the project's traffic impacts along Lawrence Expressway within its jurisdiction and no further analysis is required.</p>

Comment Number	Comment	Response
<b>Comment Letter ORG 1 - North Nobili Homeowners Association</b>		
<b>ORG 1-1</b>	<p>1. It is very difficult to tell how the traffic numbers for Nobili Ave are generated for the report. If I understand correctly, the traffic numbers are computed based on a comparison with the traffic that would be present if the current Extreme Networks site were fully utilized - which, of course, it hasn't been for many years. Could we get some additional information from the traffic engineer? For instance, when it is stated that the project will result in 5-10 additional trips on Nobili per hour (averaged over 24 hours, I presume) is it correct that this is a comparison with what would already be on Nobili if the site was currently fully utilized? Is there a way to gauge the increase over the current traffic levels?</p>	<p>The increase in traffic due to the project was estimated by deducting the trips associated with the use of the existing buildings as office space from the total trips that would be generated by the proposed project. This is described in the Draft EIR Section 4.11.4.3. This approach to analysis is in compliance with CEQA.</p> <p>The estimated daily trips on Nobili Avenue that would be added by the office buildings if they were occupied are 82 trips. The residential component of the project is estimated to add about the same number of daily trips: 82 trips. The commercial component of the project (retail and restaurant) is estimated to add 255 daily trips to Nobili Avenue. Most of these would be trips generated within the neighborhood. For context, Nobili Avenue carries about 1,500 vehicles per day under existing conditions.</p>
<b>ORG 1-2</b>	<p>2. We are very happy to see that the traffic engineer agrees that Nobili should not be used for truck traffic. I could not find any indication of this in the report, but where can one find information about the places where trucks are not allowed to go, both during construction and once the project is open?</p>	<p>The conditions of approval for the project will specify truck routes for the commercial and residential components when they are built and occupied. The conditions will also require the developer to submit a construction management plan to the City prior to commencement of construction. That plan will specify the truck routes for construction vehicles, along with other parameters, such as days and hours of construction.</p>

Comment Number	Comment	Response
ORG 1-3	<p>3. Since the Draft EIR states that the city does not support closing the Nobili entrance to cars, we have another concern. As traffic has increased along Monroe with the improving economy, exiting Nobili to turn west on Monroe has become increasingly hazardous. We are very concerned that the construction-related traffic, especially in the mornings, will make the intersection increasingly hazardous. Although the development plan says that there will be a signal placed at the intersection, it does not say when the signal will be installed. Given the hazardous nature of the current intersection, is there a way to ensure that the signal be installed and made operational at the beginning of project construction? The left turn from Nobili to Monroe is already partially blind due to cars parked at the western corner of the intersection. We are afraid that construction conditions will make this even more hazardous.</p>	<p>The City of Santa Clara will require that the signal be installed as early in the construction process as feasible, but in any event no later than the issuance of the first certificate of use and occupancy. It will be installed as part of site development in conjunction with the widening of Monroe Avenue. The project conditions of approval will include the implementation of a construction management plan to control traffic during construction.</p>
ORG 1-4	<p>4. Many people in our group do not find the parking analysis to be credible; there is simply no way to ensure that the planned parking volume will be sufficient for actual rental conditions. Given the very limited parking along Monroe, members of our community fully expect our street to become the de facto overflow/visitor parking for the development. Could the project developers or city staff inform us of what our recourse might be should the northern end of Nobili Ave become a parking lot? The first 100-150 ft of Nobili on both sides of the street are already de facto overflow parking for rentals along Monroe; additional parking volume has the potential to inexorably change the character of our neighborhood.</p>	<p>The parking analysis has been prepared by a qualified parking consultant. This parking analysis has been revised to clarify how the proposed parking complies with the City of Santa Clara's zoning code. The revised parking study is attached as <b>Appendix B</b>. The parking study demonstrates that the project will provide adequate on-site parking supply to meet demand while incorporating features to achieve the City's General Plan goals and policies for reducing parking demand and supply and to promote the use of alternative means of transportation. As noted in the revised parking study, the project is expected to have lower traffic generation and parking demand characteristics when compared to stand-alone Medium Density Multi-Family and Commercial Retail projects.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
ORG 1-4 Cont.		The project has been parked based on parking rate requirements established by the City for more applicable mixed-use type projects, with additional visitor, carpool, vanpool, and Zip Car parking spaces provided on-site. In addition, the project proposes to implement an ongoing on-site parking management program that includes daily and nighttime monitoring of the parking facilities which will ensure compliance with the project parking regulations. These measures, coupled with the fact that some retail businesses and the leasing office will be closed in the evenings, will ensure that ample and convenient parking spaces will always be available for the visitors to the project site, without adverse impact on adjacent streets. Furthermore, should future conditions show any on-site parking problems and/or overflow parking in the adjacent neighborhoods, improvements will be made to the parking management program, which could include providing additional parking spaces by re-striping in the parking garage, to address these problems. As conditions of project approval, the City will require the applicant to (1) monitor parking in the project vicinity and provide additional parking within the parking garage by restriping, if necessary, and (2) provide a point of contact in the leasing office that the neighbors can contact related to any parking overflow issues.
ORG 1-5	5. Finally, do you know the date of the meeting at which the planning commission will be reviewing the Draft EIR?	The Final EIR will be presented to the Planning Commission on April 16 <sup>th</sup> , 2014.

Comment Number	Comment	Response
<b>Comment Letter ORG 2 - Citizens Advocating Rational Development, March 11, 2014</b>		
<b>ORG 2-1</b>	<p>The DEIR does not discuss any requirements that the Project adopt energy saving techniques and fixtures, nor is there any discussion of potential solar energy facilities which could be located on the roofs of the Project. Under current building standards and codes which all jurisdictions have been advised to adopt, discussions of these energy uses are critical; the proposed demolition of four industrial office buildings totaling 275,000 sf in area, and the replacement construction of a new mixed-use development consisting of 825 residential units, and 43,849 sf of retail commercial building area, and 16,688 sf of amenities, will devour copious quantities of electrical energy, as well as other forms of energy.</p>	<p>The Draft EIR reports the estimated amounts of electricity and natural gas that would be used on the project site upon completion of project construction, and the environmental impacts from energy use are analyzed in Section 4.12, Utilities and Service Systems, including Energy. See Draft EIR Section 4.12.4.3, Impacts UTL-8 and UTL-9.</p> <p>As stated on Draft EIR Sections 3.8.4 and 3.8.5, the project has been designed and is planned to be constructed to comply with California Green Building Standards Code (CALGreen Code). Based on the Green Point Rated Checklist completed for the project, among other green features the project includes:</p> <ul style="list-style-type: none"> <li>• installation of Energy Star appliances; and</li> <li>• building energy efficiency 15 percent better than 2008 Title 24.</li> </ul>
<b>ORG 2-2</b>	<p><b>Water Supply</b> The EIR (or DEIR – the terms are used interchangeably herein) does not adequately address the issue of water supply, which in California, is a historical environmental problem of major proportions.</p> <p>What the DEIR fails to do is:</p> <ol style="list-style-type: none"> <li>1. Document wholesale water supplies;</li> <li>2. Document Project demand;</li> </ol>	<p>The Draft EIR adequately addressed the issue of water supply. Water supply impacts are fully analyzed in Draft EIR Section 4.12.4.3.</p> <ol style="list-style-type: none"> <li>1. The water resources that would serve the proposed project are discussed in Draft EIR Section 4.12.2.1. As discussed in the Draft EIR, existing sources of water supply for the City consist of groundwater, imported SCVWD surface water, and imported SFPUC surface water. The Draft EIR analyzes historic water supplies from each of these sources, and provides a description of expected future availability.</li> <li>2. Table 4.12-1 in the Draft EIR identifies projected water demand for the project based on standard water consumption rates for the types of development proposed. As described in Draft EIR Section 4.12.4.3 under Impact UTL-1, there is sufficient water available to serve the proposed project.</li> </ol>

Comment Number	Comment	Response
ORG 2-2 cont.	3. Determine reasonably foreseeable development scenarios, both near-term and long-term;	3. The methodology to estimate near-term and long-term development scenarios used in Appendix 4.12, Water Supply Assessment (WSA) is described in greater detail in the City of Santa Clara's 2010 Urban Water Management Plan (UWMP). Specifically, the methodology to develop water demand projections starting on page 14 indicates the use of ABAG 2007 and General Plan population projections as well as future development within the City of Santa Clara service area.
	4. Determine the water demands necessary to serve both near-term and long-term development and project build-out.	4. Table 4.12-4 in the Draft EIR identifies projected water supply and demand for the City of Santa Clara. The project demand is presented in Table 4.12-3 in the Draft EIR. Page 14 of the WSA (Draft EIR Appendix 4.12), identifies the breakdown of water demand by land use type to serve both near-term and long-term demand in the City including project buildout. The discussion under Cumulative Impact UTL-1 analyzes the availability of water supply to meet the demands of the proposed project in conjunction with cumulative projects as well as the projected growth anticipated by the City of Santa Clara.
	5. Identify likely near-term and long-term water supply sources and, if necessary, alternative sources;	5. Draft EIR Section 4.12.2.1 identifies near- and long-term water supply sources including groundwater, imported SCVWD surface water, and imported SFPUC surface water. As described in the Draft EIR Section 4.12.2.1, imported SFPUC surface water may not be available after approximately 2018. The analysis of future water supplies of the City with and without SFPUC water is shown in Tables 4.12-4 through 4.12-7. The commenter is further referred to Draft EIR Impact UTL-1 for a discussion of projected water supplies.
	6.	6. The number 6 was skipped in this list.



Comment Number	Comment	Response
ORG 2-2 cont.	7. Identify the likely yields of future water from the identified sources;	7. Draft EIR Section 4.12.2.1 identifies future yields from groundwater supplies for the City of Santa Clara. Future water supplies from all three water sources that the City of Santa Clara relies on are discussed in Impact UTL-1. Additional information regarding City of Santa Clara water supplies is detailed in the UWMP starting on page 24. As shown, groundwater would provide the largest supply of future water. As described on page 52 of the UWMP, the safe yield of the Santa Clara Sub-Basin is assumed to be approximately 200,000 acre-feet/year (afy).
	8. Determine cumulative demands on the water supply system;	8. Cumulative impacts related to water supply are discussed in detail under Impact UTL-1 and Cumulative Impact UTL-1. As shown in Tables 4.12-4 through 4.12-7 of the Draft EIR, water supplies have been identified for normal and multiple-dry-year scenarios to meet the projected demand generated by the proposed project and related projects. Thus, sufficient supplies are available and no significant cumulative impacts would occur.
	9. Compare both near-term and long-term demand to near-term and long-term supply options, to determine water supply sufficiency;	9. Adequate water supplies in the near-term and long-term (2015 to 2035) have been identified in Table 4.12-4 (normal weather conditions), Table 4.12-5 (single dry year), and Tables 4.12-6 through 4.12-7 (multiple dry years) of the Draft EIR to meet demand in normal, single, and multiple-dry-year scenarios. Thus, no additional water supplies are necessary for this project, and no additional analysis is required.  As demonstrated in Impact UTL-1, the proposed project would be served by sufficient water supplies. As such, no new or expanded water supplies would be required to serve the demand generated by the proposed project and related projects, and therefore no impacts would result from the development of new or additional water supplies.



Comment Number	Comment	Response
ORG 2-2 cont.	<p>10. Identify the environmental impacts of developing future sources of water; and</p> <p>11. Identify mitigation measures for any significant environmental impacts of developing future water supplies.</p> <p>12. Discuss the effect of global warming on water supplies.</p> <p>There is virtually no information in the DEIR which permits the reader to draw reasonable conclusions regarding the impact of the Project on water supply, either existing or in the future.</p> <p>For the foregoing reasons, this EIR is fatally flawed.</p>	<p>10. As discussed above, the proposed project would not result in any environmental effects related to developing future water sources, as sufficient water sources exist to serve the proposed project. Therefore, no mitigation measures are necessary.</p> <p>11. Draft EIR Section 4.12.2.1 includes a discussion of future conditions and the reliability of SCVWD surface water supply taking into account potential climate change effects. As stated above, the SFPUC water supply may not be available after 2018 as the City of Santa Clara has an interruptible supply contract with San Francisco. The City of Santa Clara's 2010 UWMP describes the effects of global warming on water supplies starting on page 51.</p> <p>12. Global climate change has the potential to result in a range of environmental effects, among which is the potential to increase the frequency and severity of droughts, which could affect the future availability of water supply throughout the state. As discussed in above, the Draft EIR identifies adequate water supplies to meet projected demand in a multiple-dry-year scenario, i.e., drought conditions, and to meet projected demand generated by the proposed project and related projects.</p> <p>In sum, Draft EIR Section 4.12 Utilities and Service Systems, including Energy, provides sufficient information to allow the reader to draw a reasonable conclusion regarding the impacts of the proposed project on water supply both under existing conditions and in the future.</p> <p>This comment expresses an opinion. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project.</p>

Comment Number	Comment	Response
ORG 2-3	<p><b>Air Quality/Greenhouse Emissions/Climate Change</b></p> <p>The EIR lacks sufficient data to either establish the extent of the problem which local emissions contribute to deteriorating air quality, greenhouse emissions or the closely related problem of global warming and climate change, despite the fact that these issues are at the forefront of scientific review due to the catastrophic effects they will have on human life, agriculture, industry, sea level risings, and the many other serious consequences of global warming.</p> <p>This portion of the EIR fails for the following reasons:</p> <ol style="list-style-type: none"> <li>1. The DEIR does not provide any support or evidence that the Guidelines utilized in the analysis are in fact supported by substantial evidence. References to the work of others is inadequate unless the document explains in sufficient detail the manner and methodology utilized by others.</li> </ol>	<p>The Draft EIR includes a detailed analysis of the project's impacts on air quality and climate change in accordance with the <i>CEQA Guidelines</i>. The analyses are provided in Section 4.2 Air Quality and Section 4.5 Greenhouse Gas Emissions of the Draft EIR. As the analysis of the project's greenhouse gas emissions shows, the project will result in a less than significant impact on global climate.</p> <ol style="list-style-type: none"> <li>1. The Draft EIR relies upon the guidance for impact analysis provided by the BAAQMD in its <i>2011 CEQA Air Quality Guidelines</i>, which have been adopted by the City of Santa Clara as the Lead Agency along with the BAAQMD staff report (BAAQMD 2009) that provides substantial evidence in support of the <i>Guidelines</i>. Section 4.2 Air Quality of the Draft EIR, specifically Section 4.2.4.2 describes the methodology and the model used in the air quality analysis. References used to conduct the analysis are cited at the end of Section 4.2 Air Quality.</li> </ol>

Comment Number	Comment	Response
ORG 2-3 cont.	2. Climate change is known to affect rainfall and snow pack, which in turn can have substantial effects on river flows and ground water recharge. The impact thereof on the project's projected source of water is not discussed in an acceptable manner. Instead of giving greenhouse emissions and global warming issues the short shrift that it does, the EIR needs to include a comprehensive discussion of possible impacts of the emissions from this project.	2. As discussed in Draft EIR Section 4.5.2.3, while climate change is generally understood to affect local rainfall and snow pack levels, it is not possible to make a precise link between the emissions of any single project, including the one analyzed in the Draft EIR, on those levels. Climate change is a global issue in which emissions from sources in Asia or Africa have as much impact on rainfall in California as emissions from local sources do. In the context of global changes in weather or climate, emissions from any individual project are inconsequential. Therefore, impacts can only be considered in terms of cumulative emissions, which is what the BAAQMD significance thresholds address.
	3. Climate change is known to affect the frequency and or severity of air quality problems, which is not discussed adequately.	3. Climate change may affect air quality, but only indirectly through an influence on general climate conditions and meteorology. There is no indication from the BAAQMD or the California Air Resources Board that greenhouse gas emissions have any substantial impact on local or regional air quality. Direct impacts of the project on air quality are addressed in Draft EIR Section 4.2 Air Quality.
	4. The cumulative effect of this project taken with other projects in the same geographical area on water supply, air quality and climate change is virtually missing from the document and the EIR is totally deficient in this regard.	4. The Draft EIR adequately analyzed the proposed project's cumulative air quality and climate change impacts in Draft EIR Section 4.2 Air Quality and Section 4.5 Greenhouse Gas Emissions. Specifically see Section 4.2.4.4, Cumulative Impact AIR-1 and Section 4.5.4.4, Cumulative Impact GHG-1. Please refer to Response to Comment <b>ORG 2-2</b> , above, regarding the proposed project's cumulative water supply impact.

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
ORG 2-3 cont.	For the foregoing reasons, the EIR is fatally flawed.	This comment expresses an opinion. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project. Refer to <b>ORG 2-1</b> through <b>ORG 2-4</b> regarding why the Draft EIR is not fatally flawed.
ORG 2-4	<p><b>Alternative Analysis</b></p> <p>The alternative analysis fails in that the entire alternatives-to-the-project section provides no discussion of the effects of the project, or the absence of the project, on surrounding land uses, and the likely increase in development that will accompany the completion of the project, nor does it discuss the deleterious effects of failing to update the project upon those same surrounding properties and the land uses which may or have occurred thereon.</p>	<p>Chapter 5.0 of the Draft EIR presents a thorough evaluation of alternatives to the proposed project. Section 5.3 includes a discussion of all the environmental impacts of the proposed project, including impacts related to land use and planning, consistent with <i>State CEQA Guidelines</i>. The chapter also identifies feasible alternatives to the proposed project that may reduce the significant impacts identified for the project, as required by Section 15126.6 of the <i>State CEQA Guidelines</i>. Each alternative is evaluated according to the topic areas addressed in the Draft EIR including land use.</p> <p>The potential growth-inducing impacts of the proposed project are presented in Draft EIR Chapter 6.0, Other CEQA Considerations. As discussed in that chapter of the Draft EIR, the proposed project site is located in a developed area of the City of Santa Clara, and the project would not remove an impediment to growth for any nearby property by extending service infrastructure to a currently unserved area, cause substantial economic growth, or establish a precedent that would result in unplanned growth in the area. Therefore, the proposed project would not result in growth-inducing impacts.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
Comment Letter IND 1 - Yito Chi August 18, 2013		
IND 1-1	Thank you for forwarding the link. Actually there will be a huge impact on the school, and traffic if this project is approved. I hope city should reconsider this project. At least to reduce the # of unit. The density is too high. Residents in/around this area do not like that high density.	The potential impacts of the proposed project on traffic and schools are evaluated and disclosed in the Draft EIR (see Sections 4.10 and 4.11). A reduced density alternative is also evaluated in the Draft EIR (See Chapter 5.0). The commenter's comment concerning the proposed density of the project will be considered by the Planning Commission in their recommendation to the City Council regarding the project and by the City Council in their consideration of whether or not to approve the project as proposed.

Comment Number	Comment	Response
<b>Comment IND 2 - Curtis Knight February 12, 2014</b>		
IND 2-1	<p>I notice these say not significant impact. But I will note that the state is in a drought. People are being asked to cut back. So if we don't have enough water for existing housing in the state and city, how can there be enough for this new development? I do not see that addressed. The state is trying to find new sources of water and groundwater is running out. New pipes are being build. All of which would be used to support this I assume. I feel adding this housing and usage will use more water whose source and distribution is unaccounted for. There should be a source of water identified by the builder or a statement saying the city of santa clara is exempt from current and future water conservation measures. Every shower counts and I assume this housing hows showers that do not exist today. If they would like to mitigate it by removing existing showers in other places that would be addressing the issues.</p>	<p>The effects of the proposed project on water supply are analyzed and disclosed in detail in Draft EIR Section 4.12.4.3, Impact UTL-1. The analysis reported in the Draft EIR is based on a Water Supply Assessment (WSA) prepared by the City of Santa Clara that estimated the proposed project's water demand, added the project's demand to water demand from existing and reasonably foreseeable future development in the City, and compared the total demand to available supply during both normal water years and single and multiple dry years. The WSA concluded that there would be adequate water to serve the project under both normal water conditions as well as drought conditions.</p> <p>The project has been designed and is planned to be constructed to comply with California Green Building Standards Code (CALGreen Code). Based on the Green Point Rated Checklist completed for the project, among other green features the project includes the following features that would reduce water use:</p> <ul style="list-style-type: none"> <li>• 75 percent of plants are drought-tolerant, California Natives, Mediterranean or other appropriate species; minimization of the use of turf; use of high-efficiency irrigation systems; and</li> <li>• high-efficiency showerheads.</li> </ul>

Comment Number	Comment	Response
<b>Comment Letter IND 3 - Kevin Strong February 18, 2014</b>		
<b>IND 3-1</b>	<p>I have been a Santa Clara resident for the past 27 years. I live near Monroe and Lawrence Expressway and just learned about the new Monticello Village project. Although I have always been in favor of new modern projects in our City I am very concerned about this one. Every morning I take Monroe to Lawrence in order to get to 101 north to go to work. Most days it is very difficult to get on to Lawrence at Monroe because the traffic on Lawrence has increased tremendously in recent years thus creating a back up on Monroe. I cannot imagine what it would be like after adding over 800 single family home and retail space on that very corner. I would like to be informed as to when there will be any future meetings where residents can have a voice and learn how traffic will be dealt with. I look forward to your reply.</p>	<p>The traffic impacts of the proposed project on Monroe Street and Lawrence Expressway are analyzed in the Draft EIR and mitigation measures are set forth to address the project's significant traffic impacts at the intersection of Monroe and Lawrence Expressway. Please see Draft EIR Section 4.11.4.4, Impact TRANS-1.</p> <p>The proposed project does not include any single-family homes. The project would develop 825 apartment units ranging from studios to two bedroom units. The breakdown of apartment type is shown in Table 3.0-2 in the Draft EIR.</p> <p>The City of Santa Clara sent out notices (the Notice of Completion and Notice of Availability for the Draft EIR) to property owners within 500 feet of the project site.</p>

Comment Number	Comment	Response
<b>Comment Letter IND 4- Joshua Kessler February 23, 2014</b>		
<b>IND 4-1</b>	<p>I live in the neighborhood and attended the open house last week about this project. All my concerns were addressed except one. There was no notices about the increase of traffic on Calabazas Blvd and the recent reduction of traffic capacity by putting in bicycle lane from El Camino Real to Cabrillo Ave.</p> <p>The former car right of way needs to be restored before the Monticello Village completes.</p> <p>Calabazas Blvd is a direct route to El Camino Real. The frequent traffic jams on Lawrence Expwy and more importantly, Bowers Ave will force more traffic onto Calabazas Blvd. Calabazas Blvd will be more effected than Nobili Ave by the increase in traffic due to its location and path. The single lane configuration until Cabrillo Ave. will so down traffic and could adversely effect traffic into the El Camino Real intersection.</p>	<p>The bicycle lane on Calabazas Boulevard reduced the number of lanes from two lanes in each direction to one lane in each direction. The capacity of a two-lane road is about 15,000 vehicles per day. The existing traffic volume on Calabazas Boulevard is about 3,400 vehicles per day, which is well within the capacity of a two-lane road. The project would add about 565 daily vehicles to Calabazas Boulevard, which would bring the total volume to just over 4,000 vehicles per day. This is still well within the capacity of a two-lane road.</p> <p>The other concerns expressed in this comment are related to the removal of vehicle travel lanes by the bicycle lane project, and are not related to the proposed project.</p>
<b>Comment Letter IND 5 - Holly Lofgren February 24, 2014</b>		
<b>IND 5-1</b>	<p>Monticello Village's 825 units will impact traffic, water, air quality and your own school enrollments as part of a cumulative effect together with other developments. The EIR document, whether including what is legally required or not, as written, is an inadequate measure of the environmental impact that the project will have on the area. Its effects are not acceptable to me.</p>	<p>All of the potential environmental effects of the proposed project, including impacts on traffic, water supply, air quality and local schools both singly and in conjunction with other proposed or planned development are fully evaluated and disclosed in the Draft EIR. Mitigation measures have been put forth for all impacts that were determined to be significant based on the thresholds of significance used by the City to evaluate impacts.</p> <p>This comment also expresses an opinion. The comment will be included as part of the record and made available to the decision makers prior to a final decision on the proposed project</p>



Comment Number	Comment	Response
IND 5-2	Any traffic benefits resulting from this type of 'community' or 'node' development in regards to sustainability are largely unproven. It is unknown if a major supermarket will even be on site. Caltrain is currently in an over capacity situation and agreement for its expanded capacity is stalled, which was the impetus for TOD along its route.	<p>The proposed project is very well located with respect to transit. The project site is located approximately 0.1 mile south of the Lawrence Caltrain Station, and is served by bus Route 32 located directly adjacent to the project site on Monroe Street. In addition, as discussed in Draft EIR Section 4.11.4.3, the project proposes to incorporate Transportation Demand Management (TDM) strategies and to provide bicycle and pedestrian amenities to further decrease use of the single-occupant automobile and reduce vehicle miles traveled. Specifically, the project proposes bicycle and pedestrian safety and access improvements, including:</p> <ul style="list-style-type: none"> <li>• a traffic signal at the intersection of Monroe Street and Nobili Avenue, which provides a new pedestrian crossing at Monroe Street between Lawrence Expressway and Monticello Way (a distance of over 1,500 feet);</li> <li>• new 5-foot sidewalks along the east side of French Street and north side of Monroe Street, with a landscaped buffer separating walkways from vehicular travel lanes;</li> <li>• additional right of way and design for a bike lane on the north side of Monroe Street, to include enhanced green markings for conflict areas and wayfinding signage;</li> <li>• Americans with Disabilities Act (ADA) and safety improvements at the northeast corner of the Monroe Street/Lawrence Expressway intersection, and a new raised marked crosswalk across French Street, to safely transition users to/from the development and French Street;</li> <li>• the addition of bicycle wayfinding signage and a contra flow (Class II) bike lane for bikes heading southbound from the train station, and a Class III (shared) northbound bikeway wayfinding; and</li> </ul>

Comment Number	Comment	Response
IND 5-2 cont.		<ul style="list-style-type: none"> <li>bicycle parking improvements which include on-street and off-street racks near lobbies and entryways for public use, individual racks and spaces throughout the residential parking garage, a bicycle repair center for residents and tenants, a centralized secure bike cage for residents (250 spaces, or approximately 0.31 spaces/unit), retail-oriented bicycle parking, and employee-oriented bicycle parking.</li> </ul> <p>To maximize the project site's accessibility to multiple alternate transportation modes, including the Lawrence Caltrain Station and the VTA bus system, the proposed project proposes to include a TDM plan that includes the following elements (or similar elements or measures designed to reduce the use of single occupancy automobiles): (1) construction of a bus stop with seating and weather protection on Monroe Street just west of the Nobili intersection; (2) 33 electric vehicle charging stations; (3) two car share parking spaces; (4) four carpool and vanpool parking spaces; (5) a "Travel Green" incentive program that includes a discounted Caltrain GoPass/VTA Ecopass or equivalent for residents at move in; and (6) unbundled parking.</p> <p>Transit-oriented and mixed-use development like the proposed project has been studied to demonstrate the correlation between reduced vehicle trips and increased use of alternative transit. Residents of transit-oriented neighborhoods, particularly mixed-use, own the fewest cars, drive significantly less, and walk or use public transportation more than residents of other neighborhoods (Litman 2010).</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
IND 5-2 cont.		<p>A grocery store is proposed as part of the project as described in Draft EIR Section 3.5.1.</p> <p>As of spring 2013 the Caltrain was showing over capacity of ridership during the peak hours. However, it is noted that Caltrain will implement the Peninsula Corridor Electrification Project by 2019 which will electrify and upgrade the performance, operating efficiency, capacity, safety, and reliability of Caltrain's commuter rail service. Construction will begin late 2015 to early 2016. The current 5 trains per peak hour will increase to 6 trains addressing the need for additional capacity (Caltrain 2013).</p> <p>In summary, as described above, the transit-oriented and mixed-use development has been shown to reduce vehicle trips and increase use of alternative transportation. Additionally, the proposed project would incorporate a number of measures to promote the use of alternative transit such as walking, bicycling, the bus, and Caltrain. Although Caltrain is currently over capacity during peak hours, there are plans for improvements to increase the number of trains during peak hour which will address the over capacity issue.</p>

Comment Number	Comment	Response
IND 5-3	<p>Even if there is some benefit to the environment from these 'communities' in the form of less damage to our water, air quality transportation, etc., than other types of living, common sense dictates that adding more people to a built out area will create more stress on the infrastructure, not less. I believe that the number of living units is unsustainable and, at the very least, until Caltrain service is improved and there is actual evidence that the traffic effects of the added population is being offset by the usage of mass transit, then the City of Santa Clara would be adding to unsustainability by approving the EIR and the project.</p>	<p>As described above in Response to Comment <b>IND 5-2</b>, studies have shown a correlation between the reduction in vehicle use and increase in the use of alternative transportation by residents living in transit-oriented and mixed-use development. Reduced automobile use results in concomitant reductions in impacts on air quality and transportation network.</p> <p>The impacts of the proposed project on infrastructure such as water supply and conveyance, wastewater treatment capacity, electrical and natural gas utility lines, and landfills are analyzed in detail in Draft EIR Section 4.10, Utilities and Service Systems, Including Energy Resources, and are determined to be less than significant.</p> <p>Please see Response to Comment <b>IND 5-2</b> above regarding improvements to Caltrain service which are expected to be in place a few years after the completion of the proposed project.</p>

Comment Number	Comment	Response
<b>Comment Letter IND 6 - Jim Schibler March 4, 2014</b>		
IND 6-1	<p>1. The impact study on the Lawrence@Reed/Monroe (Table ES1) lists the current baseline service level as LOS E (79 sec delay). However, the county roads department has shared their own 2013 data that grade that intersection as the worst in the entire expressway system, at LOS F (213 sec delay). The dramatic discrepancy (nearly 3x!) between the draft EIR value and the county's value needs to be reconciled. Given that the intersection is already such a problem, the impact of new traffic loads from the Monticello Village project will be even more serious than the draft EIR indicates. Proceeding with Monticello Village would further increase the urgency of the proposed (but not funded) grade separation project at the intersection.</p> <p><a href="http://www.sccgov.org/sites/rda/plans/Lawrence/Documents/Presentation_PublicMeeting-3_030314.pdf">http://www.sccgov.org/sites/rda/plans/Lawrence/Documents/Presentation_PublicMeeting-3_030314.pdf</a></p>	<p>The County's level of service (LOS) calculations are based on traffic counts from a different day than the data included in the Monticello Draft EIR. Traffic volume and intersection operating conditions can change from day to day. It should be noted that the calculated AM peak hour LOS in the Monticello Draft EIR reports 79 seconds of delay (LOS E), whereas 80 seconds of delay would be reported as LOS F. When intersections get very busy, small changes in traffic volumes can dramatically affect calculated delay (although in real life the delay swings are not that pronounced). In any event, the Monticello Draft EIR reports that the Lawrence Expressway &amp; Reed/Monroe intersection will operate at LOS F in the very near future (with approved projects) even if it doesn't operate at LOS F today based on traffic counts conducted for the project. The Monticello project is shown to have a significant impact at the intersection, and mitigation is described in the Draft EIR.</p>

Comment Number	Comment	Response
IND 6-2	2. The TIA states, on page 4.11-2, "The project will have no impact on Fordham Drive. No traffic will use Fordham Drive. There is no plan to block off Nobili Avenue." While the third sentence may be true, the first two are clearly not true. Even if no barrier is installed to block or partially limit traffic at Nobili Avenue, a project adding 1200-1500 residents at Lawrence/Monroe will most certainly add traffic to all nearby north-south city street routes (Fordham Drive, Calabazas Boulevard, and Nobili Avenue). Some of this traffic will be pass-through, as residents and their guests seek alternate ways to access El Camino Real, and some will be caused by residents seeking access to Machado Park (the public park nearest to the project.) The TIA needs to be updated with a more realistic assessment of the traffic impact that the project will create on Fordham Drive.	There is no reason to expect that traffic from the project would use Fordham Drive. Fordham Drive is parallel to Nobili Avenue and Calabazas Boulevard but, as shown in <b>Figure 2-1</b> , Fordham Drive does not offer as good of connections to the project site or to the rest of Santa Clara and the major street system, including El Camino Real, as do Nobili Avenue and Calabazas Boulevard. Furthermore, it is a local serving street with an unsignalized intersection with Monroe Street and a number of stop signs at its intersections with local streets, which make it less desirable for travel to destinations south of the project site compared to Nobili Avenue and Calabazas Boulevard.
IND 6-3	3. The TIA estimates that cut-through traffic on Nobili Avenue will increase by 13 trips during the a.m. peak period and 27 trips during the p.m. peak period. Those numbers seem rather low for a project that will be adding over 1200 residents, of which a large fraction will be driving; some rationale for those estimates should be provided.	Two categories of traffic would use Nobili Avenue: project residents traveling to work, school, or other destinations; and neighbors traveling to the proposed stores and restaurants on the site. Some of the neighbors presumably already are using Nobili Avenue to get to stores and restaurants and some would be new. Regarding project residents using Nobili Avenue, the estimate of only 13 trips during the AM peak hour and 27 trips during the PM peak hour is because of the limited access that Nobili Avenue offers to key destinations. Traffic to and from the north or south would use Lawrence Expressway. Traffic to and from the east or west would use Monroe Street/Reed Avenue. Only traffic to or from El Camino Real, and to a lesser extent Cabrillo Avenue, would be likely to use Nobili Avenue. However, this traffic also can use Calabazas Boulevard, which offers a shorter travel time than Nobili Avenue.

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
IND 6-4	4. To address traffic load concerns that have been expressed by Nobili Avenue residents, I would recommend performing an actual survey of current traffic loads at the north end of Nobili Avenue, so that the impact estimates can be better understood in relation to the current loads. The measured data should be included in the final EIR along with the other traffic counts.	The traffic volumes at the intersection of Monroe Street and Nobili Avenue were counted. The traffic study on page 43 (Figure 15) shows the traffic volumes on Nobili Avenue under various scenarios.
<b>Comment Letter IND 7 - Yito Chi March 12, 2014</b>		
IND 7-1	<p>I am living close to Lawrence Expressway. I noticed that city has a project to build a high density apartment at the north corner of Monroe/Lawrence. I think the density of the apartment building is really too high. Our Santa Clara schools have already been at full capacity, it will be worse when this building is completed. Do you think the total units of this apartment should be cut to half? Even half (400 units) is a lot.</p> <p>Santa Clara city just has two new high density apartments already (one at the south corner of El Camino Real / Lawrence Expressway, and another one is located at the south corner of 237 / Lawrence Expressway. Actually there is another small one located at the south side of Caltrain station. Please do not overbuild. City development cannot be too quick.</p>	Comment noted. The impact of the proposed project on schools is analyzed in the Draft EIR (see Section 4.10.4.3, Impact PUB-3), and a reduced density alternative (Alternative 2: Reduced Residential Density) is also analyzed in the Draft EIR (see Chapter 5.0 Alternatives, Section 5.5.2).

Comment Number	Comment	Response
<b>Comment Letter IND 8 - Michael Kaufman March 17, 2014</b>		
<b>IND 8-1</b>	One more concern that we have that we feel should be addressed: with plans moving forward on Lawrence Expressway improvements, there is a likelihood that the neighborhood could be subject to major construction disruptions for 6 or more years (3 years for Monticello, and succeeding years for Lawrence Expy.) Can this be addressed?	Preliminary estimates for construction of the Lawrence Expressway improvements indicate a start date in 2035 or 2040. The proposed project would begin construction in early 2014 and end late 2017. Therefore the construction of the two projects will neither overlap nor would the construction occur back to back. As there would be no overlap, there would not be a potential for cumulative construction phase impacts.



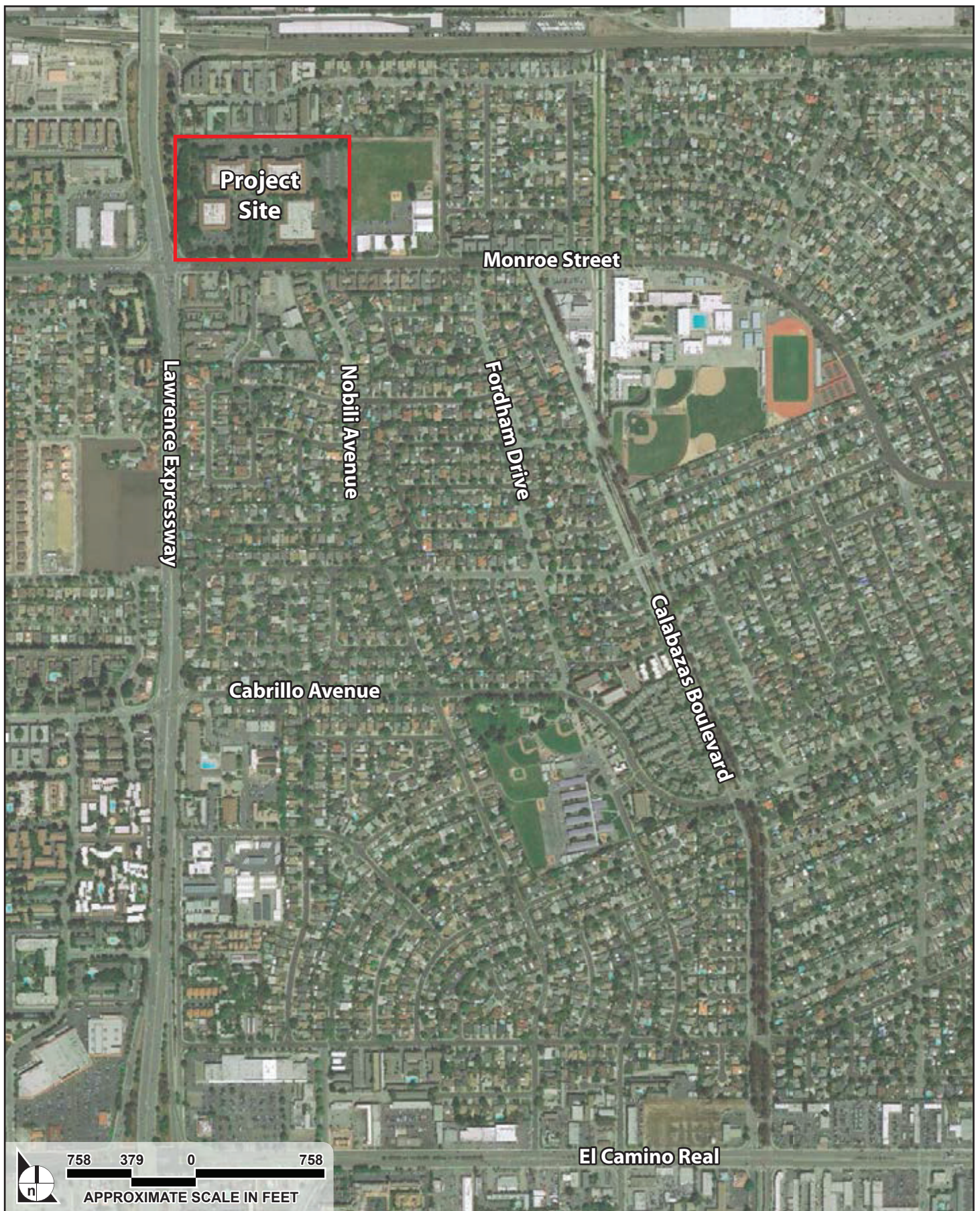


FIGURE 2-1

Fordham Drive



Comment Number	Comment	Response
<b>Comment Letter IND 9 - Shelley Relph March 17, 2014</b>		
<b>IND 9-1</b>	<p>The last meeting for the Lawrence Expressway improvement project was a couple of weeks ago. During the Q&amp;A someone asked, 'if there was funding tomorrow, how long would the project take'. The response was that it would take 2–3 years to finalize the plans and complete the EIR and then 3–5 years for construction. In response to a question regarding including any intersections south of Monroe/Reed and Lawrence Expressway, the response was that there would be another opportunity for discussion of the improvement project in 8, 12, or however many years when there is funding for the project. At a prior meeting I was at last summer when asked about the timing, the presenter indicated it would not be something she would be working on; it would be something her children's generation might be working on. (I would say the presenter was in her 40's).</p> <p>So having attended the Lawrence Expressway improvement meeting, it sounds to me like the Lawrence Expressway improvement project is not going to be a reality for at least 15 years.</p>	<p>The commenter is correctly informed regarding the timing of construction of the Lawrence Expressway improvements. As discussed above in Response to Comment IND 8-1, preliminary estimates for construction of the Lawrence Expressway improvements indicate a start date in 2035 or 2040. The proposed project would begin construction in early 2014 and end in late 2017.</p> <p>Given the projected timeline for Lawrence Expressway improvements and uncertainty associated with the specifics of the improvements, the Draft EIR concludes that under adjusted baseline, background plus project, and cumulative conditions, there would be significant impacts at some Lawrence Expressway intersections. The project would pay fair share contribution to the City of Santa Clara for payment to Santa Clara County for the construction of Lawrence Expressway improvements (Mitigation Measures TRANS-1b, TRANS-2a, and TRANS-2b). However, the traffic impacts would remain significant and unavoidable given the uncertainty regarding the timing of the improvements.</p>

Comment Number	Comment	Response
IND 9-2	<p>While I understand and agree with the desire to rezone the area around the Lawrence Caltrain Station for the long term, given the above information and having read the EIR report, it seems that it would be better for the timing of a project similar to the Monticello Village Project at the Extreme Networks site to coincide with the timing of the Lawrence Expressway improvement project. As the EIR indicates, <i>"existing buildings are in good condition and usable with minimal to no interior modifications"</i>. The Irvine Company hosted two meetings in the cafeteria area of the Extreme Networks site and the buildings seem to be in good shape. Building the Monticello Village project on the Extreme Network site at this time, would mean that by the time the infrastructure is in place to support the traffic impact, the units will be 15–20 years old, at a time when people may be more interested in living in a newer development.</p>	<p>Traffic impacts analyzed in the Draft EIR Section 4.11 are based on the roadway network as it is at the present time and mitigation put forth reduces the impacts of the proposed project on Lawrence Expressway as much as feasible.</p> <p>Chapter 5.0, Alternatives, analyzes the No Project Alternative (see Draft EIR Section 5.5.1) which would entail the occupancy of the existing buildings and no further development of the site. The Planning Commission and the City Council will consider the proposed project and alternatives, including the No Project Alternative, in their decision making with respect to the proposed project.</p>
IND 9-3	<p>One point I did not see mentioned in the traffic impact of the EIR, is that with the current MP zoning and usage, the traffic impact is mostly 8:00 a.m. – 5:00 p.m. Monday-Friday. The neighborhood (especially south of the project off Nobili) is largely single family and the majority of the residence are at work during this time. There is currently no traffic generated by the usage of the site during the evening/nighttime hours or on weekends.</p>	<p>In accordance with CMP guidelines, the traffic study focuses on the weekday AM and PM peak hour commute time periods. This is when traffic volumes and congestion are highest in the area. These are the time periods when the project would be most likely to have traffic impacts, as defined by CEQA (degradations to levels of service). The commenter is correct that, unlike the existing office buildings, the proposed project would generate traffic at other time periods such as at night and on weekends. However, because the ambient traffic levels are so much lower at those times than during commute hours, the project's impacts during nighttime hours and on weekends would not rise to the level of significance.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
IND 9-4	<p>In the EIR report, Alternative #5 for building the project at the Moonlite Shopping Center site at El Camino and Kiely seems like a more suitable location at this time. From the EIR Report:</p> <p><i>"Based on the analysis above, Alternative 5, Alternate Location Alternative, is determined to be the environmentally superior alternative. Alternative 5 would avoid the significant traffic impacts of the proposed project at two intersections along Lawrence Expressway and the proposed project's impacts related to hazards and hazardous materials and hydrology. This alternative would also reduce the potentially significant impacts identified for the proposed project related to air quality, public services, and biological resources. Additionally, this alternative would further reduce the magnitude of the less than significant impact identified for the proposed project related to GHG emissions. For these reasons, Alternative 5 is the environmentally superior alternative"</i></p>	<p>Comment noted. The Planning Commission and the City Council will consider the proposed project and alternatives, including the Alternate Location Alternative, in their decision making with respect to the proposed project.</p>

Comment Number	Comment	Response
IND 9-5	<p>Regarding the proposed Monticello Village project, the following statements were contained in the EIR:</p> <p><i>"Bicyclists would be able to go from Cabrillo Avenue to northbound on Nobili Avenue, cross Monroe Street at the new signalized intersection, proceed along the bike lanes on Monroe Street to French Street and then to the Caltrain station."</i></p> <p><i>"Eventually, the City plans to prohibit parking on the south side of Monroe Street to accommodate bicycles in the eastbound direction of Monroe Street."</i></p> <p>The reality is, especially on nights and weekends, Nobili between Monroe and Norte Dame typically has parked cars on both sides of the street. Nobili is a relatively narrow street (not like Calabasas). Also, while the planning commission may look at a city map and see that there is not parking permitted on the east side of Nobili near Monroe in front of what I believe is a six-plex, the reality is that cars have parked in the no parking zone for years; taking this parking away will force cars further down Nobili (across Notre Dame) or onto Notre Dame. Encouraging Nobili as a bicycle route seems rather dangerous to me. Calabasas, a much wider street, which already has bike lanes on part of the street would seem like a better place to encourage bicyclists.</p> <p>If parking is taken away from the south side of Monroe street I'm not sure where the cars from all the 6 – 8 plex's on Monroe will park.</p>	<p>Comment noted. This comment is regarding the bicycle lane project and does not relate to the proposed project.</p>

Comment Number	Comment	Response
IND 9-6	<p>Today, the main entrance to the Business Park is the western entrance closer to Lawrence Expressway. The entrance across from Nobili was typically only used by deliver trucks (UPS, FedEx, etc.). One thing I would like to clarify in the EIR is that the suggestion was not to block all traffic southbound from Monroe onto Nobili, the suggestion was that if a traffic light must go at Monroe and Nobili, to not allow traffic from the Monticello development to be able to drive straight across to Nobili. I actually would like to see a mid street main entrance to the development that would result in a traffic light perhaps in front of the church. This would be similar to the traffic light on El Camino near Lawrence into the shopping center where Chili's is. The anchor tenant of the proposed retail is a grocery store which is planned for the corner of Monroe and French. It would seem to me that it would be better to have the main entrance closer to the anchor tenant rather than at the opposite end of the retail center.</p>	<p>Disallowing through traffic from the project site to use Nobili Avenue would not be in conformance with the role of Nobili Avenue as a collector street in the Santa Clara circulation network. Disallowing that movement to Nobili Avenue would likely result in traffic using Pacific Drive or Fordham Drive, which are local streets not designated to carry through traffic.</p> <p>It would not be possible to locate the main project entrance and a new traffic signal, closer to Lawrence Expressway, for example opposite the church. There would be insufficient space for vehicles to queue on Monroe Street at the Lawrence signal or at the project entrance. Vehicles turning left into the project driveway would overspill the turn pocket and would block Monroe Street.</p>
IND 9-7	<p>Also, I did not notice anything in the EIR or the appendices that indicated the existing traffic volume on Nobili. It would be good to have this information for future comparisons.</p>	<p>The traffic volumes at the intersection of Monroe Street and Nobili Avenue were counted. AM and PM peak hour traffic counts at the Monroe Street &amp; Nobili Avenue intersection are presented in <b>Figure 2-2</b> and <b>Figure 2-3</b>.</p>

## 2.0 Comments on the Draft EIR and Responses to Comments

Comment Number	Comment	Response
IND 9-8	One other comment, while it is great to indicate that commuting on Caltrain will be encouraged, I think the practicality needs to be considered. For example, I work in Sunnyvale at Central and Mary. There's a lot of development going on in that area including a large LinkedIn development and several other projects are underway. If I were to take Caltrain to work, I guess I would get off at the Sunnyvale station; however, then what? I'm still a mile and a half or so from Central and Mary. It's great to say that taking the train will be encouraged, but until there is the infrastructure (bus/light rail, etc.) to actually get people to where they want to go efficiently, I'm going to driving my car.	The proposed project encourages the use of alternative transportation due to its location and project features described further in Response to Comment <b>IND 5-2</b> . The future residents of the proposed project would have access to a variety of public transportation options, including buses and Caltrain. It is outside the scope of the project to determine the distance from Caltrain stations and the end destinations of the project residents. However, Caltrain cars are designed to accommodate a certain number of bicycles which could be used by the residents to transport themselves from the Caltrain stations to the end destination.

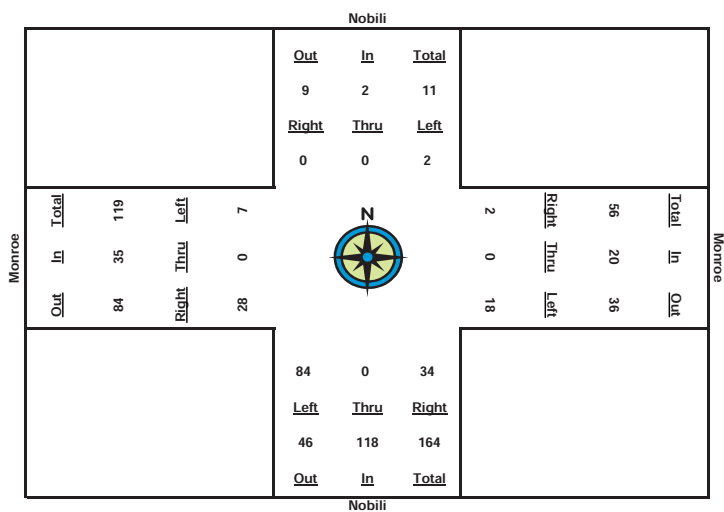
Start Time	Nobili				Monroe				Nobili				Monroe			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
7:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
7:15	0	0	0	0	0	0	2	2	4	0	8	12	5	0	2	7
7:30	1	0	0	1	2	0	4	6	4	0	12	16	10	0	3	13
7:45	1	0	0	1	4	0	6	10	9	0	23	32	12	0	5	17
8:00	1	0	2	3	5	0	9	14	12	0	48	60	19	0	7	26
8:15	1	0	2	3	5	0	13	18	17	0	68	85	28	0	8	36
8:30	1	0	2	3	5	0	18	23	27	0	92	119	34	0	11	45
8:45	1	0	2	3	6	0	24	30	43	0	107	150	40	0	12	52
9:00	1	0	2	3	6	0	27	33	54	0	122	176	42	0	14	56

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
7:00 - 8:00	1	0	2	3	5	0	9	14	12	0	48	60	19	0	7	26	103
7:15 - 8:15	1	0	2	3	5	0	11	16	13	0	60	73	23	0	6	29	121
7:30 - 8:30	0	0	2	2	3	0	14	17	23	0	80	103	24	0	8	32	154
7:45 - 8:45	0	0	2	2	2	0	18	20	34	0	84	118	28	0	7	35	175
8:00 - 9:00	0	0	0	0	1	0	18	19	42	0	74	116	23	0	7	30	165
Peak Volumes:	0	0	2	2	2	0	18	20	34	0	84	118	28	0	7	35	175

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	84	0	34	2	0	0	7	0	28	18	0	2



SOURCE: Hexagon Transportation Consultants, Inc. March 2014

FIGURE 2-2

## AM Peak-Hour Volume Count at Monroe Street and Nobili Avenue



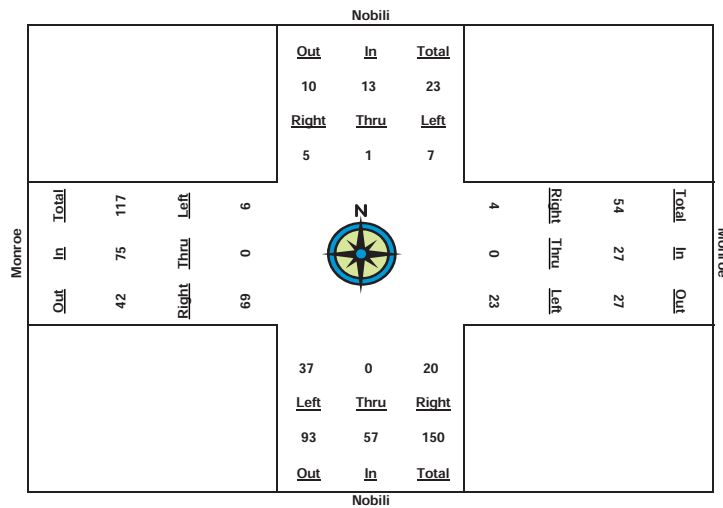
Start Time	Nobili				Monroe				Nobili				Monroe			
	North Approach				East Approach				South Approach				West Approach			
	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total
4:00	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0	0
4:15	2	0	0	2	1	0	4	5	4	0	4	8	13	0	0	13
4:30	2	0	0	2	1	0	10	11	6	0	10	16	27	0	1	28
4:45	2	0	0	2	2	0	13	15	10	0	13	23	43	0	5	48
5:00	4	1	2	7	2	0	17	19	14	0	21	35	59	0	7	66
5:15	6	2	6	14	2	0	20	22	16	0	28	44	67	0	8	75
5:30	6	2	6	14	5	0	30	35	20	0	36	56	84	0	11	95
5:45	9	2	6	17	6	0	38	44	30	0	46	76	102	0	13	115
6:00	9	2	9	20	6	0	40	46	34	0	58	92	128	0	13	141

Peak Hour	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	Right	Thru	Left	Total	PK Hour
4:00 - 5:00	4	1	2	7	2	0	17	19	14	0	21	35	59	0	7	66	127
4:15 - 5:15	4	2	6	12	1	0	16	17	12	0	24	36	54	0	8	62	127
4:30 - 5:30	4	2	6	12	4	0	20	24	14	0	26	40	57	0	10	67	143
4:45 - 5:45	7	2	6	15	4	0	25	29	20	0	33	53	59	0	8	67	164
5:00 - 6:00	5	1	7	13	4	0	23	27	20	0	37	57	69	0	6	75	172
Peak Volumes:	5	1	7	13	4	0	23	27	20	0	37	57	69	0	6	75	172

Cut and Paste	NBL	NBT	NBR	SBL	SBT	SBR	EBL	EBT	EBR	WBL	WBT	WBR
	37	0	20	7	1	5	6	0	69	23	0	4



SOURCE: Hexagon Transportation Consultants, Inc. March 2014

FIGURE 2-3

## PM Peak-Hour Volume Count at Monroe Street and Nobili Avenue

Comment Number	Comment	Response
Comment IND 10 - Nichole Seow March 17, 2014		
IND 10-1	<p>I would like to suggest that a center median be provided along Monroe St, from Lawrence Expressway to the proposed signalized intersection with Nobili Ave.</p> <p>There are several driveways (7/11, church &amp; townhouses) + Pacific Drive that allows left turns in/out under existing conditions. with the increase in traffic over time, it is already quite a challenge nowadays, especially during peak hours, to execute the left-turn movements from these driveways + Pacific Dr onto Monroe towards Lawrence Expressway. There are many instances of near misses as impatient left-turn drivers from these driveways (7/11 in particular) dashed out between gaps of on-coming vehicles along westbound monroe.</p> <p>Given the proposed additional lane and higher traffic volume in the future, such task would become even more difficult and dangerous (having to go across up to 5 lanes).</p> <p>It is therefore safer to make these driveways + Pacific Dr 'right-turn' only by providing the center median. however, in order to maintain accessibility for these driveways + Pacific Dr, eastbound U-turn at the proposed signalized intersection of Nobili/Monroe and westbound u-turn at the intersection of Lawrence/Monroe must be allowed. This will make it safer for drivers coming out (particularly).</p>	<p>The current Monroe Street improvement plan would not construct a median so that left turns still would be allowed where they are allowed today. If the City becomes aware of problems being created by left turns along this section of Monroe Street, it could construct a median at that time. U-turns are and will be allowed at the Nobili/Monroe Street intersection and the Lawrence Expressway/Monroe Street intersection except that the U-turn on Lawrence Expressway in the southbound direction would be prohibited (see Response to Comment LA 2-1).</p>

## 2.3 REFERENCES

BAAQMD. 2009. *California Environmental Quality Act Guidelines Update Proposed Thresholds of Significance*. December.

Caltrain. 2013. *Peninsula Corridor Electrification Fact Sheet*.

<http://www.caltrain.com/Assets/Caltrain+Modernization+Program/Documents/Peninsula+Corridor+Electrification+Fact+Sheet-2013.pdf>

Litman, Todd. 2010. *Evaluating Public Transportation Health Benefits*. Victoria Transport Policy Institute. June 14.

### 3.1 INTRODUCTION

This chapter shows revisions to the Draft EIR, subsequent to the document's publication and public review. The revisions are presented in the order in which they appear in the Draft EIR and are identified by page number in respective chapters and sections. These revisions are shown as excerpts from the Draft EIR. Strikethrough (~~striktthrough~~) text indicates deletions and underlined (underlined) text indicates additions.

### 3.2 REVISIONS TO THE DRAFT EIR

#### 2.0 Executive Summary

Because Caltrans does not own or maintain any of the intersections along Lawrence Expressway, Mitigation Measures TRANS-1b and TRANS-2a on Draft EIR page 2.0-28 have been revised to exclude the reference to Caltrans, as follows:

Transportation and Traffic			
<b>Impact TRANS-1</b>		<b>Mitigation Measure TRANS-1</b>	
Development of the proposed project would conflict with applicable policies establishing measures of effectiveness for the performance of the local roadway system and with an applicable Congestion Management Plan under Adjusted Baseline Conditions.	Potentially Significant	<p><b>Mitigation Measure TRANS-1a:</b> The proposed project shall modify the traffic signal at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street to provide an overlap phase for the westbound right-turn movement. The signal equipment at this intersection shall be modified to provide a green arrow for right-turn traffic during the overlap phase.</p> <p><b>Mitigation Measure TRANS-1b:</b> The proposed project will make a fair-share contribution to the City of Santa Clara for payment to Santa Clara County <del>and/or Caltrans</del> for construction of an interchange to replace the at-grade intersection at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street.</p>	Significant and unavoidable
<b>Impact TRANS-2</b>		<b>Mitigation Measure TRANS-2</b>	
Development of the proposed project would conflict with applicable policies establishing measures of effectiveness for the performance of the local roadway system and with an applicable Congestion Management Plan under Background Conditions.	Potentially Significant	<p><b>Mitigation Measure TRANS-2a:</b> As a condition of project approval, the proposed project shall make a fair share contribution to the City of Santa Clara for payment to Santa Clara County <del>and/or Caltrans</del> for the necessary improvements at the intersection of Lawrence Expressway and Arques Avenue.</p> <p><b>Mitigation Measure TRANS-2b:</b> Implement Mitigation Measures TRANS-1a and 1b at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street.</p>	Significant and unavoidable

### 3.0 Project Description

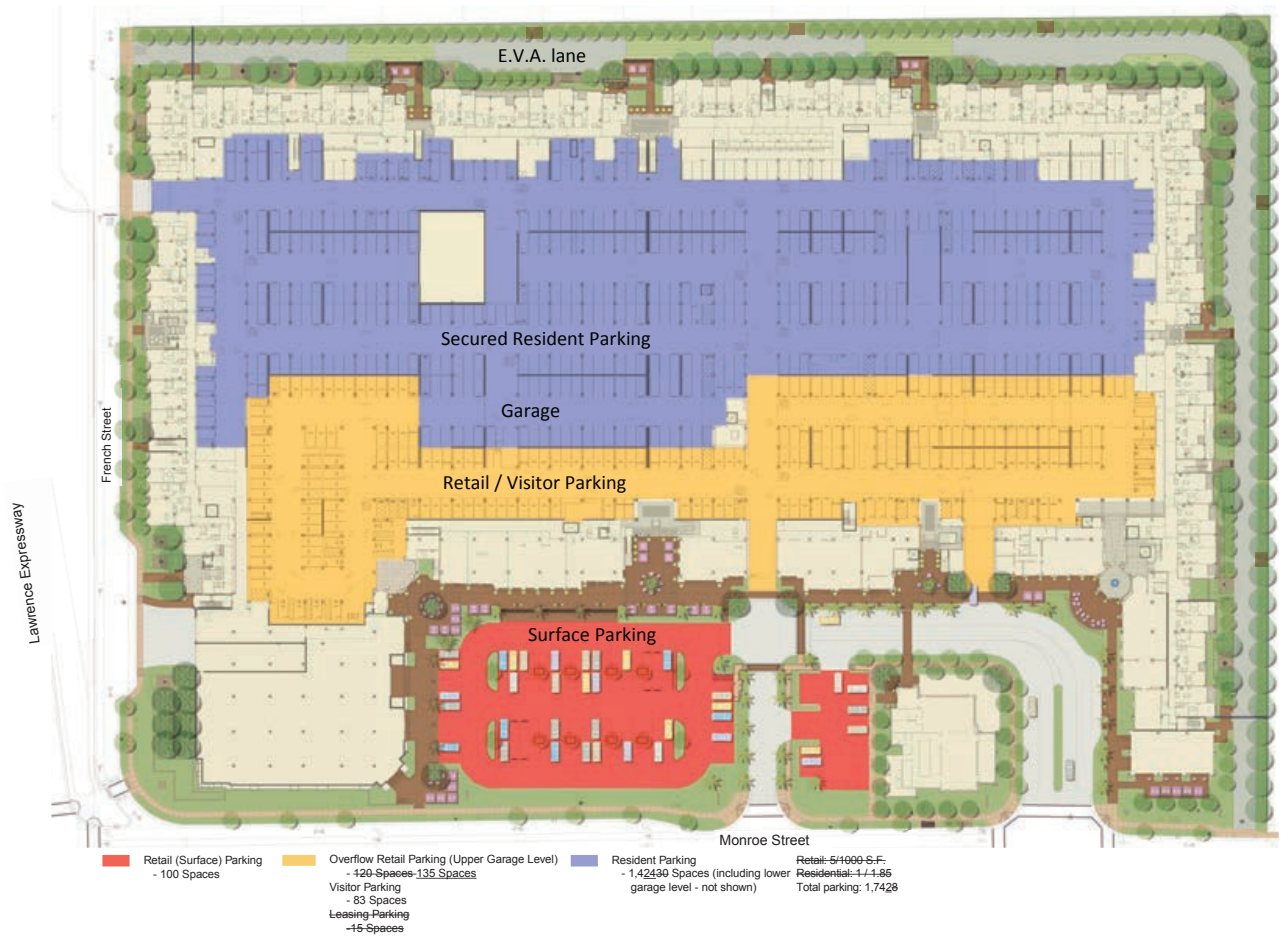
Figure 3.0-8 on Draft EIR page 3.0-14 has been revised to reflect the changes in parking provided as part of the proposed project, as shown on the following page.

The information on Draft EIR page 3.0-15 and accompanying Table 3.0-3 on page 3.0-16 has been revised to reflect the changes in parking provided as part of the proposed project, as shown below:

**Table 3.0-3, Proposed Parking** and **Figure 3.0-8** shows the number of parking spaces and configuration of parking proposed at the project site. Resident parking would be provided in the two-level garage at a rate of 1.0 parking space per studio unit, 1.5 parking spaces per one-bedroom dwelling unit, and 2.0 parking spaces per two-bedroom dwelling unit. Visitor parking would be provided in the garage at a rate of 10 percent of total residential parking ~~0.1 space per dwelling unit~~. Retail parking would be provided both in the upper level garage and in the surface lot at a rate of five spaces per 1,000 gsf of retail space, and restaurant parking would be provided at five spaces per 1,000 gsf of indoor restaurant space and one parking space per 3.5 outdoor patio seats. ~~and Leasing office parking would be provided at the rate of five spaces per 1,000 gsf of space~~ is included in the residential parking rates.

The two-level parking garage would be located below the building podium and would provide parking for the residential units, visitors, and overflow for the retail space. The 339,243-gsf upper garage would be located entirely above grade and the 416,159-gsf lower garage would be constructed primarily below grade. The total garage area would be 755,402 gsf. The two-level parking garage and surface parking lot would provide a total of ~~1,748~~ 1,742 parking spaces, including 1,424 spaces for residential units, 83 spaces for visitors, ~~six shared vehicle rental and carpool spaces,~~ 15 spaces for leasing, ~~45 spaces for the restaurant,~~ and 220 190 spaces for retail uses. Six carpool/vanpool/car share spaces are included in the total parking provided. The proposed project includes two fully wired electric-vehicle charging stations on the surface parking lot one of which would be Americans with Disabilities Act (ADA) compliant, and 33 pre-wired electric vehicle charging stations in the parking garage.

Of the retail and restaurant parking, 100 spaces would be provided in the surface parking lot and ~~420~~ 135 spaces would be provided in the upper parking garage. The proposed project includes 275 Class I bicycle lockers and 55 Class II bicycle racks for use by the residents and visitors.



NOT TO SCALE

SOURCE: EPT Design, December 2013

FIGURE 3.0-8

Parking Plan

**Table 3.0-3  
Proposed Parking (Garage and Surface)**

Parking Type	Number of Units/Estimated Square Feet	Proposed Rate	Proposed Parking <sup>1</sup>	Proposed Parking by Type		
				Standard	Handicapped	Total
Residential				1,407	17	1,424
Studio	7	1.0	7			
One-Bedroom	439	1.5	659	—	—	—
Two-Bedroom	379	2.0	758	—	—	—
Visitor	--	0.1	83	78	5	83
<del>Carpool/Vanpool/Car Share</del>	<del>—</del>	<del>NA</del>	<del>6</del>	<del>6</del>	<del>-</del>	<del>6</del>
Retail	<u>37,959</u>	5/1,000 sf	<u>220190</u>	<u>209</u>	<u>11</u>	<u>220</u>
Restaurant – Indoor	<u>5,890</u>	<u>5/1000 sf</u>	<u>30</u>			
Restaurant – Exclusive Outdoor Patio	<u>1,900 sf/50 seats</u>	<u>1/3.5 seats</u>	<u>15</u>			
Leasing	—	<del>5/1,000 sf</del> n/a <sup>2</sup>	<del>15</del> n/a	<del>13</del>	<del>2</del>	<del>15</del>
<b>TOTAL</b>	<b>825</b>	<b>—</b>	<b>1,7481,742</b>	<b>1,715</b>	<b>34</b>	<b>1,748</b>

Source: Irvine Company, 2013

sf = square feet.

<sup>1</sup> Six carpool/vanpool/car share spaces are included in the total parking provided.

<sup>2</sup> Included in residential parking rates.

## 4.11 Traffic and Transportation

Mitigation Measure TRANS-1b on Draft EIR page 4.11-39 has been revised as follows:

<b>TRANS-1b</b>	The proposed project will make a fair-share contribution to the City of Santa Clara for payment to Santa Clara County <del>and/or Caltrans</del> for construction of an interchange to replace the at-grade intersection at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street.
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Mitigation Measure TRANS-2a on Draft EIR page 4.11-43 has been revised as follows:

<b>TRANS-2a</b>	As a condition of project approval, the proposed project shall make a fair share contribution to the City of Santa Clara for payment to Santa Clara County <del>and/or Caltrans</del> for the necessary improvements at the intersection of Lawrence Expressway and Arques Avenue.
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Impact TRANS-5 starting on Draft EIR page 4.11-44 has been revised to reflect the changes in parking provided for the proposed project as follows:

**Impact TRANS-5: Development of the proposed project would not result in inadequate parking.  
(Less than Significant)**

As discussed in **Chapter 3.0, Project Description**, a two-level parking garage and a surface parking lot are included in the proposed project that would provide a total of ~~1,748~~1,742 parking spaces, including 1,424 spaces for residential units, 83 spaces for visitors, ~~six shared vehicle rental and carpool spaces~~, and ~~220~~ 235 spaces for retail and restaurant uses. Parking for the leasing office is included within the residential parking rates and six carpool/vanpool/car share spaces are included in the project's total parking. Resident parking would be provided at a rate of 1.0 parking space per studio unit, 1.5 parking spaces per one-bedroom dwelling unit, and 2.0 parking spaces per two-bedroom dwelling unit. Retail parking would be provided both in the upper level garage and in the surface lot at a rate of five spaces per 1,000 gsf of retail space, and restaurant parking would be provided at five spaces per 1,000 gsf of indoor restaurant space and one parking space per 3.5 outdoor patio seats. ~~and leasing office parking would be provided at the rate of five spaces per 1,000 gsf of space.~~ Of the retail parking, 100 spaces would be provided in the surface parking lot and ~~120~~135 spaces would be provided in the upper parking garage.

**City of Santa Clara Parking Requirements and Policies**

The City of Santa Clara has specific parking requirements for residential and commercial developments. The City requires two parking spaces (one covered and one open) for each dwelling for multifamily projects in the Medium Density Multiple-Dwelling Zoning Districts. The City's Zoning Code has also established parking requirements for multifamily units in Mixed Use Zoning Districts, which are based on the number of bedrooms in each unit (one space per studio, 1.5 spaces for one-bedroom, two spaces per two-plus bedrooms). For retail use, the City's parking rate requirement is five parking spaces per 1,000 gsf.

In addition to the code requirements, the City has adopted policies in its General Plan to provide further guidance for development projects in the City. Specifically the following two policies provide guidance regarding parking for new development projects:

General Plan Policy 5.3.2-P21 - Encourage new housing developments to incorporate design features, programs and incentives for increased transit ridership and decreased parking demand.

General Plan Policy 5.8.3-P9 - Require new development to incorporate reduced onsite parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.



Furthermore, the City's Zoning Code Section 18.22.040 Development Standards for Mixed Use Combining Zoning Districts state that "Mixed use development, located near transit, and transportation demand management (TDM) can accommodate reduced parking because increased transit capacity and mixed uses can reduce vehicle trips and vehicle demand per household or by land use."

### **Project Parking Evaluation**

Information presented below is based on a parking evaluation prepared for the proposed project by Pirzadeh and Associates, dated ~~January~~ April 2014. Based on the City's parking rate requirement of five parking spaces per 1,000 gross square feet (gsf) of retail use, a total of ~~220~~ 190 parking spaces are required for the proposed 37,959 gsf retail uses. The project would provide the required number of spaces. Conservatively no reduction factor related to the mixed-use, transit-oriented nature of the proposed project has been applied to the retail parking. The parking rate for the indoor restaurant would be the same as the retail uses and the resulting parking allocation for the proposed 5,890 square foot (5,480 net square foot) restaurant pad would be 30 parking spaces. Although the City of Santa Clara does not have a specific parking code requirement for outdoor patios for restaurants, applying Zoning Code Section 18.74(r)2), would require one space for each 200 square feet of gross floor area or one space for each three seats, whichever is greater. Based on this requirement, the 1900, sf, 50-seat patio planned exclusively for the restaurant would require 17 parking spaces, calculated for number of seats, or 10 parking spaces when using the square footage of the patio area. Due to the TOD/mixed use nature of the project, a slightly reduced rate of 1 space per 3.5 outdoor restaurant seats is applied to the proposed project and 15 parking spaces are included in the project. The common area seating is provided as an amenity for the residents and visitors and since no services will be offered at these seating locations no additional parking demand will be generated by this element of the project. has been assumed to also accommodate any demand associated with the exclusive outdoor patio area for the restaurant. Based on planned operations for the site, it is assumed that the patio will not have the same utilization as the indoor dining area and, as stated earlier, the residential element of the proposed project will make up a significant part of the retail/restaurant services patronage. Therefore, since no reduction factor based on the residential/restaurant patronage has been applied to the retail parking rate, there will be adequate parking available for the outdoor restaurant patio area.

Employee parking for the various elements of the proposed project will be provided in the parking garage. On-going on-site parking management program including daily and nighttime monitoring of the parking facilities will ensure compliance with the project parking regulations. Additionally, the monitoring program will prevent the use of the surface parking lot and visitor spaces in the parking garage for potential "park-n-ride" purposes. These measures coupled with the fact that some retail businesses and the leasing office will be closed in the evenings will ensure that ample and convenient parking spaces will always be available for the visitors to the project site. Furthermore, should future

conditions show any on-site parking problems and/or over flow parking in the adjacent neighborhoods and parking management plan, which could include providing additional parking spaces within the parking structure, will be developed to address these problems.

With respect to residential parking, based on the Medium Density Multiple-Dwelling zoning requirements, the project would need to provide 1,650 parking spaces of which 825 must be covered. Based on the parking requirements for multifamily units in Mixed Use Zoning Districts, the project would need to provide 1,425 spaces (applicable accessible parking spaces are included in both totals). The proposed project plans to provide ~~1,528~~1,424 parking spaces to serve the residential component of the project. Visitor parking would be provided in the garage at a rate of 10 percent of total residential parking for a total of 83 spaces including six spaces for car pool/van pool and Zip Cars. The parking demand associated with the leasing office for residential projects is included in the parking rates established for the residential units within the project and carpool/vanpool/car share spaces are included in the project totals. Although the residential element of the project is subject to the City's Medium-Density Multiple-Dwelling Zoning District requirements, as a Planned Development (PD), the project is proposed to establish parking that would meet demand based on its location, development features and to further alternative means of transportation in accordance with the General Plan policies stated above. In addition, the proposed development with its mixed-use land use elements meets the project features and the intent of the Zoning Code Development Standards Section 18.22.040 for reduced parking requirements, as well as the lower parking requirements of the Mixed Use Zoning Districts.

Local agencies adopt parking requirements as part of their Municipal Code and development standards. These rates are typically based on rates established and being utilized by other neighboring jurisdictions or based on actual parking surveys for special land uses. Regional planning agencies and national professional organizations, such as Urban Land Institute (ULI) and Institute of Transportation Engineers (ITE) also publish recommended parking rates for a variety of land uses. ULI and ITE have also developed methodologies and databases for mixed-use type land uses. Additionally, certain reduction factors are identified for parking demand at projects with unique characteristics, such as close proximity to transit facilities or in areas with active pedestrian or bike facilities. The City of Santa Clara has adopted policies in its General Plan which are consistent with these transportation planning principles.

The proposed project qualifies as a mixed-use type project with close proximity to transit facilities. The project site is located two blocks away from the Caltrain Santa Clara station at 1001 Railroad Avenue. In addition to Caltrain, Altamont Commuter Express, Amtrak, VTA, and Airport Flyer provide transit services to and from this station. The project's proposed pedestrian pathways and street frontage sidewalks provide easy and convenient means of access to and from this transit station. Additionally, on-site bike lockers are provided for residents and employees to further facilitate and encourage alternative means of transportation. These project features and the interaction between the on-site residential and retail uses will result in overall reduction of parking demand at this site. ULI and ITE would allow and

recommend a parking reduction factor of at least 15 percent for sites with similar features as the proposed project.

In summary, the project is expected to have lower traffic generation and parking demand characteristics when compared to stand-alone Medium Density multifamily and Commercial Retail projects. The proposed project provides parking for multifamily units in accordance with the City's requirements for mixed-use projects, with additional parking spaces for visitors, which would also serve the and its leasing office. Although the on-site residential parking supply (~~1,528~~ 1,424 spaces) is less than the Medium-Density Zoning District requirements (1,650 spaces), it ~~exceeds~~ meets the Mixed-Use Zoning District requirements (1,425 spaces). The mixed-use nature of the project would reduce the need for additional parking as detailed above.

The retail parking (~~220~~ 190 spaces) and indoor restaurant parking (30 spaces) has been provided in accordance with the City's zoning requirements and without any reductions as allowed by ULI and ITE. The outdoor exclusive use patio for the restaurant would be provided parking at the rate of 1 space per 3.5 seats, resulting in 15 parking spaces. The parking rate and resulting parking allocation for the proposed retail/restaurant uses will accommodate any demand associated with the exclusive outdoor patio area for the restaurant.

As proposed, the project will provide adequate on-site parking supply to meet demand while incorporating features to achieve the City's General Plan goals and policies for reducing parking demand and supply and to promote the use of alternative means of transportation. The project's parking demand will be accommodated on site without adverse impacts on adjacent streets. The impact would be less than significant.

**Mitigation Measures:** No mitigation measures required.

## 4.0 REPORT PREPARATION

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### 4.1 LEAD AGENCY

City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, California 95050

Kevin Riley, Director of Planning & Inspection

Yen Han Chen, Associate Planner

Steve Lynch, City Planner

Dennis Ng, City Traffic Engineer

### 4.2 EIR CONSULTANT

Impact Sciences, Inc.  
555 12<sup>th</sup> Street, Suite 1650  
Oakland, California 94607

Shabnam Barati, Managing Principal

Jennifer Millman, Project Manager

Paul Stephenson, Project Manager

Eric Bell, Senior Air Quality and GHG Engineer

Caitlin Gilleran, Project Planner

Ian Hillway, Publications Manager

## **APPENDIX A**

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### **Comment Letters received on the Monticello Village Draft EIR**



March 17, 2014

City of Santa Clara  
Department of Planning  
1500 Warburton Avenue  
Santa Clara, CA 95050

Attention: Yen Han Chen

Subject: City File No. CEQ2013-01150 / Monticello Village

Dear Mr. Chen:

Santa Clara Valley Transportation Authority (VTA) staff have reviewed the Draft EIR (DEIR) for 825 residential units and 43,849 square feet of retail space on 16.11 acres on 7.3 acres at the northeast corner of Monroe Street and French Street. We have the following comments.

Land Use

VTA supports the proposed land use intensification on this site, strategically located on the regional transportation network and served by the Lawrence Caltrain station. The proposed residential density of 51 units/acre will provide a built in market for transit at the site and help incrementally reduce vehicle travel and greenhouse gas emissions. In addition, the inclusion of a significant amount of retail in conjunction with residential on the site can serve to internally capture trips and incrementally reduce the automobile usage and greenhouse gas emissions associated with the project.

1

Bicycle and Pedestrian Accommodations

VTA commends the City and the project applicant for including a thorough analysis of bicycle and pedestrian modes and proposing several improvements to these modes in the TIA, along with a map of improvements (pgs. 45-47).

2

CMP Intersection Impacts and Mitigation

The TIA and DEIR find significant impacts to two CMP Intersections under Background Plus Project Conditions: Lawrence Expressway and Arques Avenue and Lawrence Expressway and Reed Avenue/Monroe Street. For both impacts, physical improvements to the intersections identified in the Comprehensive County Expressway Study are identified as potential mitigation measures, but the impacts are found Significant and Unavoidable because the specific details of the interchange designs are not available. However, in the absence of mitigation measures to reduce the impact to Less than Significant and considering that the grade separation of Lawrence Expressway is a long-term project, VTA recommends that the applicant implement automobile trip reduction strategies from the Deficiency Plan Action List found on pages 19-20 of the VTA Deficiency Plan Guidelines to reduce the impact to the extent feasible. In particular, VTA

3

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recommends expanding the transit fare incentive program described on page 22 of the TIA to include both residents and employees on an ongoing basis, rather than "for residents at move in" as described.

3

#### Potential Future VTA Bus Route Options

The Lawrence Caltrain station currently is not directly served by VTA bus service. The closest routes are Route 328 (Limited Service) which operates along Lawrence Expressway only in the morning and afternoon peak periods, and Route 32 which operates along Monroe Street at 30-minute headways during peak periods and 45-minute headways in the middle of the day. In order to facilitate transit connections to and from the Caltrain station and serve existing and future development in the station area, VTA may explore opportunities to provide bus access directly to the station in the future. Any changes to service would be considered in the framework of VTA's Board-adopted Transit Sustainability Policy and Service Design Guidelines (TSP/SDG), which provide guidance for evaluating possible new or modified VTA transit service. VTA looks forward to continued coordination with the City of Santa Clara, the City of Sunnyvale, and the County Roads and Airports Division on roadway configurations to facilitate potential future bus access to the Caltrain station, including ongoing discussions through the Lawrence Grade Separation Study.

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#### Existing Bus Service

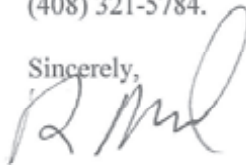
The DEIR notes that the existing bus stop will be moved slightly east to accommodate the development. The exact location and design of the bus stop should be coordinated with VTA as the project goes through the design process. The bus stop should include the following improvements:

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- A minimum 22' wide curb lane or bus duckout to achieve this width
- A minimum 10' X 55' PCC concrete bus pad constructed to VTA standards
- A minimum 8' X 40' sidewalk adjacent to the bus stop
- A solar powered pole mounted bus stop light with ADA accessible button

Thank you for the opportunity to review this project. If you have any questions, please call me at (408) 321-5784.

Sincerely,



Roy Molseed  
Senior Environmental Planner

cc: Erik Alm, Caltrans     Brian Brandert, Caltrans

SC1307



# County of Santa Clara

Roads and Airports Department

101 Skyport Drive  
San Jose, California 95110-1302  
1-408-573-2400



March 17, 2014

Yen Chen  
Associate Planner  
City of Santa Clara Planning Division  
1500 Warburton Avenue  
Santa Clara, CA 95050

**SUBJECT: Monticello Village Project – Draft Environmental Impact Report**

Dear Mr. Chen:

Thank you for the opportunity to comment on the Monticello Village Project DEIR. The County of Santa Clara Roads and Airports Department is submitting the following comments.

1. The Mitigation Measure TRANS-1a proposes to “modify the traffic signal at the intersection of Lawrence Expressway and Reed Avenue/Monroe Street to provide an overlap phase for the westbound right-turn movement.” The overlap phase as a mitigation measure is acceptable provided that the Lawrence Expressway southbound U-turn movement is prohibited and the currently free-running right turn from westbound Monroe Street onto northbound Lawrence is converted into a squared corner, in order to prevent overlap phase conflicts. It may be necessary to provide double right-turn lanes from westbound Monroe Street to northbound Lawrence Expressway to handle the volumes with the squared corner.
2. We concur with Mitigation Measure TRANS-1b and TRANS-2a to provide a fair share contribution to the City of Santa Clara for payment to Santa Clara County for construction and implement necessary improvements, such as the Lawrence Expressway Grade Separation project. Please note that any fair share contributions should be made only to Santa Clara County, as Caltrans does not own or maintain the expressway facility.
3. The counts conducted in August 2013 for Lawrence Expressway for existing conditions were not approved peak counts. The TIA should re-do AM and PM counts on Lawrence Expressway.
4. The timing settings for expressway intersections are incorrect. The transportation impact analysis should be conducted using County signal timing for County study intersections and the most recent CMP count and LOS data for CMP intersections. The County will provide the correct signal timing settings for the TIA upon request. The TIA should recalculate LOS for all conditions to ensure potential impacts are correctly identified.

Board of Supervisors: Mike Wasserman, Cindy Chavez, Dave Cortese, Ken Yeager, S. Joseph Simitian  
County Executive: Jeffrey V. Smith





Monticello Village Project DEIR  
17 March 2014  
Page 2 of 2

If you have any questions or concerns about these comments, please contact me at (408) 573-2465 or [dawn.cameron@rda.sccgov.org](mailto:dawn.cameron@rda.sccgov.org).

Sincerely,

A handwritten signature in black ink, appearing to read "Dawn S. Cameron", with a long horizontal flourish extending to the right.

Dawn S. Cameron  
County Transportation Planner

cc:MA



March 17, 2014

Yen Chen, Associate Planner  
City of Santa Clara  
Planning Division  
1500 Warburton Avenue  
Santa Clara, CA 95050

Re: Comments to Draft Environmental Impact Report for Monticello Village (Irvine Company)

Dear Yen:

Thank you for the opportunity to review the Draft Environmental Impact Report for the proposed mixed-use project at Lawrence Expressway and Monroe Street in Santa Clara. This letter includes all City of Sunnyvale comments to the project NOP.

**A. Lawrence Station Area Plan:**

The Cities of Sunnyvale and Santa Clara have worked jointly to create the context of the Lawrence Station Area Plan (LSAP). The plan area includes the area ½ mile from the Caltrain station, and includes the project site. A Technical Advisory Group (TAG) is included as part of the LSAP efforts to ensure applicable agencies are included in the discussion of the plan. Agencies include the City of Santa Clara, County of Santa Clara, VTA, ABAG and MTC, Caltrain and the Bay Area Air Quality Management District.

During the first phases of the LSAP preparation, the cities of Sunnyvale and Santa Clara would hold joint public outreach meetings to gain an understanding of the community's goals and expectations for the plan area. A key component of these community discussions was how to improve area-wide access to an underutilized train station. The Lawrence Caltrain station is difficult to reach because of a poor circulation pattern in the area. There is no bus access to the station due, in part, because of the poor road systems in the area.

The LSAP was created for two main purposes: create land use allowances to bring more activity to the station area, and to improve circulation in the area. Given the difficulty in providing new and improved roads, the expectations have been that future redevelopment of the area would provide opportunities to improve the circulation. The adopted first phase of the LSAP identified the poor access to the Caltrain station from as a key area to be addressed. Consequently, the circulation framework for the LSAP shows methods for improving circulation to the station and in the area in general. This circulation framework for the area south of the train tracks shows the need for a future road on the old Extreme Network site which would connect Nobili Avenue in Santa Clara to French Street in order to provide improved multi-modal access for the community to the Lawrence Caltrain station. Redevelopment of the site would provide the opportunity to meet the goals of the community and LSAP.

1

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TDD (408) 730-7501

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The first phase of the Lawrence Station Area Plan was adopted by the Sunnyvale City Council in fall of 2011. The formal station plan and EIR are currently in preparation based on elements from the first phase. The plan adoption is expected later this year.

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**B. Project Description:**

1. 3.8.5 Sustainable Development Features: Improving alternative access to major transit stops, such as Lawrence Caltrain station, is an important sustainable goal. While the addition of high-density housing near the station is a key element, providing improved access to the station to the community is also an important sustainable goal.

The proposed project has the opportunity to greatly improve access to the station by allowing a road to extend through the project site to access French Street at the north side of the site. Aligning a road with Nobili Avenue and running along the rear of the project would allow another point of access to the station.

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The project, instead, maintains French Street as the only road to the station, a one-way street in the current location. The French Street location is severely hampered by the close proximity to Lawrence Expressway. This close proximity prevents a signal being placed at French Street and Monroe Street and reduces the transportation opportunities for the site.

The DEIR mentions the project's accessibility to multiple transportation modes, including on-site improvements and transit programs, but all programs being included will only address those that affect the project site. They do not improve access to the station from the surrounding community. A major element of the Lawrence Station Area Plan is to provide multiple modes of transit options in the area, which this project does not do.

**B. 4.0 Environmental Impact Analysis:**

1. 4.8.1 Introduction: The comment to the second bullet point that the project be analyzed within the context of the LSAP incorrectly states that the project site falls outside the LSAP. The LSAP boundary is a ½ mile radius from the Caltrain station, and the project site is approximately ¼ mile from the station. It is acknowledged that the policies of the LSAP will only affect property in Sunnyvale, but the initial concept of the LSAP was developed in conjunction with the City of Santa Clara, including the initial circulation framework that included a road connecting Nobili to French Street. This framework still shows the internal street layout through the project site.
2. 4.8.3.2 Local Plans: The Lawrence Station Area Plan (LSAP) is a local adopted plan that should be included in the description of local plans.
3. 4.8.4.3 Projected Impacts and Mitigation Measures, Impact LU-1: The proposed project would not physically divide an established community. While the project would not exacerbate the physical divide the project site creates by limiting access from the adjacent community, it also does not take advantage of the opportunity to improve the situation. Providing an internal road from Nobili Avenue to French Street would improve access from the surrounding

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neighborhoods to the station for all types of transportation uses, including transit, cars, bicycles and pedestrian.

Also, the project is designed with a large footprint effectively spanning the entire site. Land use plans, including the LSAP, calls for large blocks to be broken into 300 foot lengths to allow for pedestrian access throughout the site and the avoidance of large, bulky developments. If the scaled plan on Figure 3.0-2 is accurate, the ground floor development extends over 900 feet across the site. Although this is not dividing an established community, it is preventing the entire site to feel like a part of the existing area since it is designed to look into itself, and not relate as much to the surrounding area.

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4. 4.11.1 Introduction: The final bullet point on page 4.11-3 asks that a corridor progression analysis be performed on Lawrence Expressway traffic, and the response is that this type of analysis is not typically performed to evaluate the impact of new land use development projects. The City of Sunnyvale has included this type of study of the DEIR for the project known as "Landbank" at North Wolfe Road and Arques Avenue. Use of this technique could better characterize the traffic impacts of the Monticello project in this location.

6

Thank you for the opportunity to review the DEIR for the project. Please contact me at 408 730-7707 or [aminers@sunnyvale.ca.gov](mailto:aminers@sunnyvale.ca.gov) if you have any questions or concerns about items discussed in this letter.

Sincerely,



Andrew Miner  
Principal Planner, Community Development Department

cc: Hanson Hom, CDD Director  
Kent Steffens, Director of Public Works  
Trudi Ryan, Planning Officer  
Jack Witthaus, Transportation and Traffic Manager  
Kevin Riley, Santa Clara Director of Planning and Development  
Steve Lynch, Santa Clara City Planner

**From:** Michael & Melissa Kaufman <mjkmkk@comcast.net>  
**Sent:** Sunday, March 16, 2014 10:54 PM  
**To:** Yen Chen  
**Subject:** Re: Monticello/Irvine development

Dear Yen,  
Please find below some concerns in response to the Draft EIR for the Monticello development:

1. It is very difficult to tell how the traffic numbers for Nobili Ave are generated for the report. If I understand correctly, the traffic numbers are computed based on a comparison with the traffic that would be present if the current Extreme Networks site were fully utilized - which, of course, it hasn't been for many years. Could we get some additional information from the traffic engineer? For instance, when it is stated that the project will result in 5-10 additional trips on Nobili per hour (averaged over 24 hours, I presume) is it correct that this is a comparison with what would already be on Nobili if the site was currently fully utilized? Is there a way to gauge the increase over the current traffic levels?

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2. We are very happy to see that the traffic engineer agrees that Nobil should not be used for truck traffic. I could not find any indication of this in the report, but where can one find information about the places where trucks are not allowed to go, both during construction and once the project is open?

2

3. Since the Draft EIR states that the city does not support closing the Nobili entrance to cars, we have another concern. As traffic has increased along Monroe with the improving economy, exiting Nobili to turn west on Monroe has become increasingly hazardous. We are very concerned that the construction-related traffic, especially in the mornings, will make the intersection increasingly hazardous. Although the development plan says that there will be a signal placed at the intersection, it does not say when the signal will be installed. Given the hazardous nature of the current intersection, is there a way to ensure that the signal be installed and made operational at the beginning of project construction? The left turn from Nobili to Monroe is already partially blind due to cars parked at the western corner of the intersection. We are afraid that construction conditions will make this even more hazardous.

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4. Many people in our group do not find the parking analysis to be credible; there is simply no way to ensure that the planned parking volume will be sufficient for actual rental conditions. Given the very limited parking along Monroe, members of our community fully expect our street to become the de facto overflow/visitor parking for the development. Could the project developers or city staff inform us of what our recourse might be should the northern end of Nobili Ave become a parking lot? The first 100-150 ft of Nobili on both sides of the street are already de facto overflow parking for rentals along Monroe; additional parking volume has the potential to inexorably change the character of our neighborhood.

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5. Finally, do you know the date of the meeting at which the planning commission will be reviewing the Draft EIR?

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Thank you,  
  
Michael Kaufman  
on behalf of the North Nobili Homeowners Association

---

**From:** Nicholas Green [nick@rationaldev.org]  
**Sent:** Tuesday, March 11, 2014 9:48 AM  
**To:** Yen Chen  
**Cc:** Nicholas Green  
**Subject:** DEIR challenge - Monticello Village Project; From CARD (Citizens Advocating Rational Development)

Mr. Chen,

These comments are submitted on behalf of CARD (Citizens Advocating Rational Development) in response to the Draft EIR prepared for the "Monticello Village Project" (SCH # 2013102055). Please make sure that our comments are added to the public record.

Additionally, we are requesting a copy of both the final EIR and the Notice of Determination when they are issued.

Please mail hard copies of those documents to the following address:

*Nick Green  
5626 Jed Smith Rd.  
Hidden Hills, CA  
91302*

Please email electronic copies of the aforementioned documents to [nick@rationaldev.org](mailto:nick@rationaldev.org)

Thank you,

Nick R. Green

**Nick R. Green**  
*President & Founder*

**CARD** - Citizens Advocating Rational Development

**Phone:** +1 818 618 8897

**Email:** [nick@rationaldev.org](mailto:nick@rationaldev.org)

**Web:** [rationaldev.org](http://rationaldev.org)

*- Working to Solve The Climate Crisis -*

Twitter: <https://twitter.com/earthneedsusall>

Pinterest: <http://www.pinterest.com/cardrationaldev>

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Yen Han Chen  
City of Santa Clara  
(408) 615-2450  
1500 Warburton Avenue  
Santa Clara, CA 95050

Re: **Monticello Village Project**

SCH # - 2013102055

Dear Mr. Chen,

The undersigned represents Citizens Advocating Rational Development ("CARD"), a non-profit corporation dedicated to issues in development and growth.

This letter contains comments on the Draft Environmental Impact Report on the Monticello Village Project, in accordance with CEQA and the Notice of Completion and Availability. Please ensure that these comments are made a part of the public record.

#### ENERGY

The DEIR does not discuss any requirements that the Project adopt energy saving techniques and fixtures, nor is there any discussion of potential solar energy facilities which could be located on the roofs of the Project. Under current building standards and codes which all jurisdictions have been advised to adopt, discussions of these energy uses are critical; the proposed demolition of four industrial office buildings totaling 275,000 sf in area, and the replacement construction of a new mixed-use development consisting of 825 residential units, and 43,849 sf of retail commercial building area, and 16,688 sf of amenities, will devour copious quantities of electrical energy, as well as other forms of energy.

1



## WATER SUPPLY

The EIR ( or DEIR – the terms are used interchangeably herein) does not adequately address the issue of water supply, which in California, is a historical environmental problem of major proportions.

What the DEIR fails to do is:

1. Document wholesale water supplies;
2. Document Project demand;
3. Determine reasonably foreseeable development scenarios, both near-term and long-term;
4. Determine the water demands necessary to serve both near-term and long-term development and project build-out.
5. Identify likely near-term and long-term water supply sources and, if necessary, alternative sources;
7. Identify the likely yields of future water from the identified sources;
8. Determine cumulative demands on the water supply system;
9. Compare both near-term and long-term demand to near-term and long-term supply options, to determine water supply sufficiency;
10. Identify the environmental impacts of developing future sources of water; and
11. Identify mitigation measures for any significant environmental impacts of developing future water supplies.
12. Discuss the effect of global warming on water supplies.

There is virtually no information in the DEIR which permits the reader to draw reasonable conclusions regarding the impact of the Project on water supply, either existing or in the future.

For the foregoing reasons, this EIR is fatally flawed.

2

## AIR QUALITY/GREENHOUSE EMISSIONS/CLIMATE CHANGE

The EIR lacks sufficient data to either establish the extent of the problem which local emissions contribute to deteriorating air quality, greenhouse emissions or the closely related problem of global warming and climate change, despite the fact that these issues are at the forefront of scientific review due to the catastrophic effects they will have on human life, agriculture, industry, sea level risings, and the many other serious consequences of global warming.

This portion of the EIR fails for the following reasons:

1. The DEIR does not provide any support or evidence that the Guidelines utilized in the analysis are in fact supported by substantial evidence. References to the work of others is inadequate unless the document explains in sufficient detail the manner and methodology utilized by others.
2. Climate change is known to affect rainfall and snow pack, which in turn can have substantial effects on river flows and ground water recharge. The impact thereof on the project's projected source of water is not discussed in an acceptable manner. Instead of giving greenhouse emissions and global warming issues the short shrift that it does, the EIR needs to include a comprehensive discussion of possible impacts of the emissions from this project.
3. Climate change is known to affect the frequency and or severity of air quality problems, which is not discussed adequately.
4. The cumulative effect of this project taken with other projects in the same geographical area on water supply, air quality and climate change is virtually missing from the document and the EIR is totally deficient in this regard.

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For the foregoing reasons, the EIR is fatally flawed.

#### ALTERNATIVE ANALYSIS

The alternative analysis fails in that the entire alternatives-to-the-project section provides no discussion of the effects of the project, or the absence of the project, on surrounding land uses, and the likely increase in development that will accompany the completion of the project, nor does it discuss the deleterious effects of failing to update the project upon those same surrounding properties and the land uses which may or have occurred thereon.

4

Thank you for the opportunity to address these factors as they pertain to the referenced DEIR.

Very truly yours,

CITIZENS ADVOCATING RATIONAL DEVELOPMENT

NICK R. Green

President

**From:** Yen Chen <[YChen@santaclaraca.gov](mailto:YChen@santaclaraca.gov)>  
**To:** 'yiti chi' <[chiyito2001@yahoo.com](mailto:chiyito2001@yahoo.com)>  
**Sent:** Monday, February 3, 2014 4:16 PM  
**Subject:** Monticello Village Project

Hello Yito,

I'm not sure if you are within the 500 ft notice area. The City posted the Notice of Availability for public review of an EIR for the Monticello Village project. Attached is the Notice of Availability. The EIR document is also available online at [www.santaclaraca.gov/CEQA](http://www.santaclaraca.gov/CEQA).

Yen Han Chen, Associate Planner  
(408) 615-2450 / x 2455 direct/vm  
[ychen@santaclaraca.gov](mailto:ychen@santaclaraca.gov)

**From:** yiti chi [<mailto:chiyito2001@yahoo.com>]  
**Sent:** Sunday, August 18, 2013 7:45 PM  
**To:** Yen Chen  
**Subject:** Monticello Village Project

Dear Yen Han Chen,

I am living close to Lawrence Express way. I noticed that city has a project to build a high density apartment at the north corner of Monroe/Lawrence. I think the density of the apartment building is really too high. Our Santa Clara schools have already been at full capacity, it will be worse when this building is completed. Do you think the total units of this apartment should be cut to half? Even half (400 units) is a lot.

Santa Clara city just has two new high density apartments already (one at the south corner of El Camino Real / Lawrence Express way, and another one is located at the south corner of 237 / Lawrence Express way. Actually there is another small one located at the south side of Caltrain station. Please do not overbuild. City development can not be too quick.

Yito

1

**From:** Curtis Knight <cknight2000@me.com>  
**Sent:** Wednesday, February 12, 2014 8:51 PM  
**To:** Yen Chen  
**Subject:** DEIR Monticello Village

Hi

I would like to comment on the utilities section. Specifically

Utilities and Service Systems

Impact UTL-1

Development of the proposed project would not result in the need for new or expanded water supply entitlements.

Impact UTL-2

Development of the proposed project would not require expansion of the CSC's water delivery system.

Impact UTL-3

Development of the proposed project would not require the construction of new or expanded wastewater treatment facilities.

Impact UTL-4

Development of the proposed project would require the construction of new or expanded wastewater conveyance systems. The construction of new or expanded wastewater conveyance systems would not result in significant environmental effects.

I notice these say not significant impact. But I will note that the state is in a drought. People are being asked to cut back. So if we don't have enough water for existing housing in the state and city, how can there be enough for this new development? I do not see that addressed. The state is trying to find new sources of water and groundwater is running out. New pipes are being build. All of which would be used to support this I assume. I feel adding this housing and usage will use more water whose source and distribution is unaccounted for. There should be a source of water identified by the builder or a statement saying the city of santa clara is exempt from current and future water conservation measures. Every shower counts and I assume this housing hows showers that do not exist today. If they would like to mitigate it by removing existing showers in other places that would be addressing the issues.

Thanks for your consideration  
Curtis

**From:** Kevin Strong <fivestrongs@yahoo.com>  
**Sent:** Tuesday, February 18, 2014 4:36 PM  
**To:** Yen Chen  
**Subject:** Monticello Village

Hello Mr. Chen,

I have been a Santa Clara resident for the past 27 years. I live near Monroe and Lawrence Expressway and just learned about the new Monticello Village project. Although I have always been in favor of new modern projects in our City I am very concerned about this one. Every morning I take Monroe to Lawrence in order to get to 101 north to go to work. Most days it is very difficult to get on to Lawrence at Monroe because the traffic on Lawrence has increased tremendously in recent years thus creating a back up on Monroe. I cannot imagine what it would be like after adding over 800 single family home and retail space on that very corner. I would like to be informed as to when there will be any future meetings where residents can have a voice and learn how traffic will be dealt with. I look forward to your reply.

1

Thank You,

Kevin Strong

**From:** Josh Kessler <josh.kessler@gmail.com>  
**Sent:** Sunday, February 23, 2014 12:41 PM  
**To:** Yen Chen  
**Subject:** Monticello Village & traffic patterns

Yen Han Chen -

I live in the neighborhood and attended the open house last week about this project. All my concerns were addressed except one. There was no notices about the increase of traffic on Calabazas Blvd and the recent reduction of traffic capacity by putting in bicycle lane from El Camino Real to Cabrillo Ave.

The former car right of way needs to be restored before the Monticello Village completes. Calabazas Blvd is a direct route to El Camino Real. The frequent traffic jams on Lawrence Expwy and more importantly, Bowers Ave will force more traffic onto Calabazas Blvd. Calabazas Blvd will be more effected than Nobili Ave by the increase in traffic due to its location and path. The single lane configuration until Cabrillo Ave. will so down traffic and could adversely effect traffic into the El Camino Real intersection.

1

Thank you for listening.  
-Josh

Joshua Kessler  
2602 Monticello Way,  
Santa Clara

--

"If you need booze or drugs to enjoy your life to the fullest then you're doing it wrong." - Robin Williams



February 24, 2014

City of Santa Clara  
1500 Warburton Avenue  
Santa Clara, CA 95050

Dear Mayor and Council,

I am a Sunnyvale resident responding to both the EIR document of the Monticello Village project and its impending use permit hearing. The City of Santa Clara has numerous large scale developments which it is placing along its Eastern borders, causing much of the impact to be felt by the residents of Sunnyvale.

Monticello Village's 825 units will impact traffic, water, air quality and your own school enrollments as part of a cumulative effect together with other developments. The EIR document, whether including what is legally required or not, as written, is an inadequate measure of the environmental impact that the project will have on the area. Its effects are not acceptable to me.

1

Any traffic benefits resulting from this type of 'community' or 'node' development in regards to sustainability are largely unproven. It is unknown if a major supermarket will even be on site. Caltrain is currently in an over capacity situation and agreement for its expanded capacity is stalled, which was the impetus for TOD along its route.

2

Even if there is some benefit to the environment from these 'communities' in the form of less damage to our water, air quality transportation, etc., than other types of living, common sense dictates that adding more people to a built out area will create more stress on the infrastructure, not less. I believe that the number of living units is unsustainable and, at the very least, until Caltrain service is improved and there is actual evidence that the traffic effects of the added population is being offset by the usage of mass transit, then the City of Santa Clara would be adding to unsustainability by approving the EIR and the project.

3

You should reject this plan and those like it and not rezone the site upwards. That is true sustainability!

Holly Lofgren

Sunnyvale

cc. City of Santa Clara Planning Division

**From:** [jim.schibler@comcast.net](mailto:jim.schibler@comcast.net) [mailto:[jim.schibler@comcast.net](mailto:jim.schibler@comcast.net)]  
**Sent:** Tuesday, March 04, 2014 4:56 PM  
**To:** Yen Chen  
**Cc:** hi lauramc  
**Subject:** Comments about Monticello Village Draft EIR (SCH No. 2013102055)

Mr. Chen -

I have reviewed much of the draft EIR for the Monticello Village project (SCH No. 2013102055), and I'd like some comments to be added to the record:

1. The impact study on the Lawrence@Reed/Monroe (Table ES1) lists the current baseline service level as LOS E (79 sec delay). However, the county roads department has shared their own 2013 data that grade that intersection as the worst in the entire expressway system, at LOS F (213 sec delay). The dramatic discrepancy (nearly 3x!) between the draft EIR value and the county's value needs to be reconciled. Given that the intersection is already such a problem, the impact of new traffic loads from the Monticello Village project will be even more serious than the draft EIR indicates. Proceeding with Monticello Village would further increase the urgency of the proposed (but not funded) grade separation project at the intersection.

[http://www.sccgov.org/sites/rda/plans/Lawrence/Documents/Presentation\\_PublicMeeting-3\\_030314.pdf](http://www.sccgov.org/sites/rda/plans/Lawrence/Documents/Presentation_PublicMeeting-3_030314.pdf)

1

2. The TIA states, on page 4.11-2, "The project will have no impact on Fordham Drive. No traffic will use Fordham Drive. There is no plan to block off Nobili Avenue." While the third sentence may be true, the first two are clearly not true. Even if no barrier is installed to block or partially limit traffic at Nobili Avenue, a project adding 1200-1500 residents at Lawrence/Monroe will most certainly add traffic to all nearby north-south city street routes (Fordham Drive, Calabazas Boulevard, and Nobili Avenue). Some of this traffic will be pass-through, as residents and their guests seek alternate ways to access El Camino Real, and some will be caused by residents seeking access to Machado Park (the public park nearest to the project.) The TIA needs to be updated with a more realistic assessment of the traffic impact that the project will create on Fordham Drive.

2

3. The TIA estimates that cut-through traffic on Nobili Avenue will increase by 13 trips during the a.m. peak period and 27 trips during the p.m. peak period. Those numbers seem rather low for a project that will be adding over 1200 residents, of which a large fraction will be driving; some rationale for those estimates should be provided.

3

4. To address traffic load concerns that have been expressed by Nobili Avenue residents, I would recommend performing an actual survey of current traffic loads at the north end of Nobili Avenue, so that the impact estimates can be better understood in relation to the current loads. The measured data should be included in the final EIR along with the other traffic counts.

4

Please confirm that you have received this e-mail and will include its comments in the EIR document package.

Thanks.

**Jim Schibler**  
Cooper Drive resident

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**From:** yiti chi [chiyito2001@yahoo.com]  
**Sent:** Wednesday, March 12, 2014 6:28 PM  
**To:** Yen Chen  
**Subject:** Re: Monticello Village Project

Hi Mr. Chen,

Thank you for forwarding the link. Actually there will be a huge impact on the school, and traffic if this project is approved. I hope city should reconsider this project. At least to reduce the # of unit. The density is too high. Residents in/around this area do not like that high density.

1

Regards,

Yito

**From:** Yen Chen <YChen@santaclaraca.gov>  
**To:** 'yiti chi' <chiyito2001@yahoo.com>  
**Sent:** Monday, February 3, 2014 4:16 PM  
**Subject:** Monticello Village Project

Hello Yito,

I'm not sure if you are within the 500 ft notice area. The City posted the Notice of Availability for public review of an EIR for the Monticello Village project. Attached is the Notice of Availability. The EIR document is also available online at [www.santaclaraca.gov/CEQA](http://www.santaclaraca.gov/CEQA).

Yen Han Chen, Associate Planner  
(408) 615-2450 / x 2455 direct/vm  
[ychen@santaclaraca.gov](mailto:ychen@santaclaraca.gov)

**From:** Michael Kaufman <mjkmkk@comcast.net>  
**Sent:** Monday, March 17, 2014 11:23 AM  
**To:** Yen Chen  
**Subject:** .... and one more thing!

Hi Yen,

One more concern that we have that we feel should be addressed: with plans moving forward on Lawrence Expressway improvements, there is a likelihood that the neighborhood could be subject to major construction disruptions for 6 or more years (3 years for Monticello, and succeeding years for Lawrence Expy.) Can this be addressed?

Thank you,

Michael Kaufman

1

**From:** Shelley Relph <snowflake22@sbcglobal.net>  
**Sent:** Monday, March 17, 2014 1:16 PM  
**To:** YChen@santaclaraca.gov  
**Cc:** snowflake22@sbcglobal.net  
**Subject:** Monticello Village: Comments regarding EIR

**Project Title:** Monticello Village Project

**File:** Location: SCH#2013102055, CEQ2013-01150, PLN2013-09665, -09666, -09667

**Request:** Rezone from Planned Industrial (MP) to -Planned Development (PO) to allow the construction of a mixed use development comprised of 825 dwelling units, 43,849 square feet of retail and 16,392 square feet of amenities.

City of Santa Clara Planning Division,

I've been to meetings related to the Monticello Village Project, the Lawrence Expressway improvement project, and the Lawrence Station project.

The last meeting for the Lawrence Expressway improvement project was a couple of weeks ago. During the Q&A someone asked, 'if there was funding tomorrow, how long would the project take'. The response was that it would take 2 – 3 years to finalize the plans and complete the EIR and then 3 – 5 years for construction. In response to a question regarding including any intersections south of Monroe/Reed and Lawrence Expressway, the response was that there would be another opportunity for discussion of the improvement project in 8, 12, or however many years when there is funding for the project. At a prior meeting I was at last summer when asked about the timing, the presenter indicated it would not be something she would be working on; it would be something her children's generation might be working on. (I would say the presenter was in her 40's).

1

So having attended the Lawrence Expressway improvement meeting, it sounds to me like the Lawrence Expressway improvement project is not going to be a reality for at least 15 years.

While I understand and agree with the desire to rezone the area around the Lawrence Caltrain Station for the long term, given the above information and having read the EIR report, it seems that it would be better for the timing of a project similar to the Monticello Village Project at the Extreme Networks site to coincide with the timing of the Lawrence Expressway improvement project. As the EIR indicates, *"existing buildings are in good condition and usable with minimal to no interior modifications"*. The Irvine Company hosted two meetings in the cafeteria area of the Extreme Networks site and the buildings seem to be in good shape. Building the Monticello Village project on the Extreme Network site at this time, would mean that by the time the infrastructure is in place to support the traffic impact, the units will be 15 – 20 years old, at a time when people may be more interested in living in a newer development.

2

One point I did not see mentioned in the traffic impact of the EIR, is that with the current MP zoning and usage, the traffic impact is mostly 8:00 a.m. – 5:00 p.m. Monday-Friday. The neighborhood (especially south of the project off Nobili) is largely single family and the majority of the residence are at work during this time. There is currently no traffic generated by the usage of the site during the evening/nighttime hours or on weekends.

3

In the EIR report, Alternative #5 for building the project at the Moonlite Shopping Center site at El Camino and Kiely seems like a more suitable location at this time. From the EIR Report: *"Based on the analysis above, Alternative 5, Alternate Location Alternative, is determined to be the environmentally superior alternative. Alternative 5 would avoid the significant traffic impacts of the proposed project at two intersections along Lawrence Expressway and the proposed project's impacts related to hazards and hazardous materials and hydrology. This alternative would also reduce the potentially significant impacts identified for the proposed project related to air quality, public services, and biological resources. Additionally, this alternative*

4

would further reduce the magnitude of the less than significant impact identified for the proposed project related to GHG emissions. For these reasons, Alternative 5 is the environmentally superior alternative"

4

Regarding the proposed Monticello Village project, the following statements were contained in the EIR:

*"Bicyclists would be able to go from Cabrillo Avenue to northbound on Nobili Avenue, cross Monroe Street at the new signalized intersection, proceed along the bike lanes on Monroe Street to French Street and then to the Caltrain station."*

*"Eventually, the City plans to prohibit parking on the south side of Monroe Street to accommodate bicycles in the eastbound direction of Monroe Street."*

5

The reality is, especially on nights and weekends, Nobili between Monroe and Norte Dame typically has parked cars on both sides of the street. Nobili is a relatively narrow street (not like Calabasas). Also, while the planning commission may look at a city map and see that there is not parking permitted on the east side of Nobili near Monroe in front of what I believe is a six-plex, the reality is that cars have parked in the no parking zone for years; taking this parking away will force cars further down Nobili (across Notre Dame) or onto Notre Dame. Encouraging Nobili as a bicycle route seems rather dangerous to me. Calabasas, a much wider street, which already has bike lanes on part of the street would seem like a better place to encourage bicyclists.

If parking is taken away from the south side of Monroe street I'm not sure where the cars from all the 6 – 8 plex's on Monroe will park.

Today, the main entrance to the Business Park is the western entrance closer to Lawrence Expressway. The entrance across from Nobili was typically only used by deliver trucks (UPS, FedEx, etc.). One thing I would like to clarify in the EIR is that the suggestion was not to block all traffic southbound from Monroe onto Nobili, the suggestion was that if a traffic light must go at Monroe and Nobili, to not allow traffic from the Monticello development to be able to drive straight across to Nobili. I actually would like to see a mid street main entrance to the development that would result in a traffic light perhaps in front of the church. This would be similar to the traffic light on El Camino near Lawrence into the shopping center where Chili's is. The anchor tenant of the proposed retail is a grocery store which is planned for the corner of Monroe and French. It would seem to me that it would be better to have the main entrance closer to the anchor tenant rather than at the opposite end of the retail center.

6

Also, I did not notice anything in the EIR or the appendices that indicated the existing traffic volume on Nobili. It would be good to have this information for future comparisons.

7

One other comment, while it is great to indicate that commuting on Caltrain will be encouraged, I think the practically needs to be considered. For example, I work in Sunnyvale at Central and Mary. There's a lot of development going on it that area including a large LinkedIn development and several other projects are underway. If I were to take Caltrain to work, I guess I would get off at the Sunnyvale station; however, then what? I'm still a mile and a half or so from Central and Mary. It's great to say that taking the train will be encouraged, but until there is the infrastructure (bus/light rail, etc.) to actually get people to where they want to go efficiently, I'm going to driving my car.

8

In summary, timing is everything; whether it's running for office, building a new stadium, or rezoning a parcel to build a mixed use development. This is not the time and and place for the proposed Monticello development. Let's get the infrastructure funded (Lawrence Expressway improvement project) and then discuss building a mixed use development at the Extreme Networks site.

Regards,

Shelley Relph

**From:** Nichole S <nic\_newlife@yahoo.com>  
**Sent:** Monday, March 17, 2014 4:32 PM  
**To:** ychen@santaclaraca.gov  
**Subject:** Monticello Development EIR

Hi,

i would like to suggest that a center median be provided along Monroe St, from Lawrence Expressway to the proposed signalized intersection with Nobili Ave.

there are several driveways(7/11, church & townhouses) + Pacific Drive that allows left turns in/out under existing conditions. with the increase in traffic over time, it is already quite a challenge nowadays, especially during peak hours, to execute the left-turn movements from these driveways + Pacific Dr onto Monroe towards Lawrence Expressway. there are many instances of near misses as impatient left-turn drivers from these driveways (7/11 in particular) dashed out between gaps of on-coming vehicles along westbound monroe.

Given the proposed additional lane and higher traffic volume in the future, such task would become even more difficult and dangerous (having to go across up to 5 lanes).

it is therefore safer to make these driveways + Pacific Dr 'right-turn' only by providing the center median. however, in order to maintain accessibility for these driveways + Pacific Dr, eastbound U-turn at the proposed signalized intersection of Nobili/Monroe and westbound u-turn at the intersection of Lawrence/Monroe must be allowed. this will make it safer for drivers coming out (particularly).

i am one of the residents along Monroe between Lawrence and Nobili. while my suggestion will mean some added inconvenience and slightly longer travel time (having to wait for light at the intersections), it is a safer arrangement.

i would greatly appreciate it if my suggestion would be considered and evaluated. thak you.

Nichole Seow  
408-657-6599

1



## **APPENDIX B**

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### **Revised Parking Evaluation**

# **Monticello Village Parking Evaluation**

City of Santa Clara, California

April 1, 2014

Prepared for:

Irvine Company Apartment Communities  
690 N. McCarthy Blvd. Suite 100  
Milpitas, CA 95035

Prepared by:

Pirzadeh & Associates, Inc.  
30 Executive Park, Suite 270  
Irvine, CA 92614

## **Monticello Village Parking Evaluation**

This report is prepared by:

Peter K. Pirzadeh, P.E.  
Fellow, Institute of Transportation Engineers

# **Monticello Village Parking Evaluation**

## **Introduction**

The purpose of this report is to review the land use and parking features of the proposed project and to assess the adequacy of on-site parking supply to meet expected demand. The report evaluates the project's conformity with the City's General Plan goals and policies and the Zoning Code requirements regarding parking and provides recommended parking standards for the project as a proposed Planned Development.

## **Project Description**

The proposed project is an infill, transit-oriented, mixed-use residential development that would consist of 825 apartment units and approximately 43,849 gross square feet of retail space, including a 5,890 square foot restaurant with a 50-seat exclusive use outdoor patio.

The project is located in close proximity to transit services, including the Caltrain Lawrence Station, which is less than 700 feet from the project site, and key arterial facilities which are served by various transit routes provided by Santa Clara Valley Transit Authority. Pedestrian linkage to nearby transit facilities (i.e., Caltrain Lawrence Station and bus stops) and bikeway connections are provided on site to further promote alternative means of transportation for the apartment resident, retail center employees and all visitors to the site.

The proposed project includes a surface parking lot and a two level parking garage constructed below the apartment building podium that would provide a total of 1,748 parking spaces. The proposed project also includes 275 Class I bicycle lockers and 55 Class II bicycle racks, two parking spaces for shared vehicle rental and four spaces for van-carpools, two fully wired electric vehicle charging stations, 33 pre-wired electric vehicle charging stations, and a "Travel Green" incentive program that includes a discounted Caltrain Go Pass/VTA Eco pass or equivalent for residents at move in.

## **Development Features**

### **Apartment Units and Amenities**

The proposed project would develop a total of 825 apartment units, including of seven (7) studios, 439 one (1) bedroom units, and 379 two (2) bedroom units. On-site amenity space includes 16,392 square feet of fitness facilities, a business center, an internet café, club rooms, swimming pools, spas, outdoor entertainment areas and a 4,303 square foot leasing office.

A total of 1,528 parking spaces would be provided for the residential portion of the project in the structured parking garage to serve residents, guests and visitors to the leasing center. The parking stalls are allocated to each unit based on number of bedrooms and will include assigned and open use spaces.

## **Retail/Restaurant**

The proposed project would include 43,849 gross square feet of retail and restaurant uses located at street level along the Monroe Street frontage to allow for easy pedestrian access. Uses would include a grocery store, personal services such as drycleaners, financial office, coffee shop, quick serve food, and a 5,890 square foot restaurant with a 1,900, sf, 50-seat patio would be located in a free standing building within the surface parking lot. The retail element of the project is smaller than a typical neighborhood center and can be characterized as a specialty center providing services mainly to the adjacent community and residences. This type of retail center has a high drive-by capture rate since area residents would typically utilize the center while driving to and from other destinations. Additionally, many visitors/shoppers are also expected to walk or bike to the center.

A total of 235 retail/restaurant parking spaces are provided for the retail portion of the project. Of the 235, 100 would be provided in the surface lot in front of the stores, and 135 spaces would be provided in the upper parking garage.

## **Outdoor Common Seating Area**

Several outdoor seating areas would be developed along the Monroe Street frontage of the proposed project. Likely locations of these outdoor seating areas are near the grocery store, adjacent to the retail spaces, as well as near the leasing office. These outdoor seating spaces enhance and accommodate interaction between the residential and retail parts of the community, and walkability to the Center from adjacent neighborhood thus reducing trip generation and parking demand. In addition to the 50-seat patio exclusive to the restaurant, approximately 125 common area seats are planned in various locations within the retail element of the project. The common area seating is not a parking demand generator and rather encourages walking and bicycling to the project site. The seats are not assigned to any retail spaces and are available for the enjoyment of residents and visitors to the project site.

## **City of Santa Clara Parking Requirements**

Local agencies adopt parking requirements as part of their Municipal Code and development standards. These rates are typically based on rates established and being utilized by other neighboring jurisdictions or based on actual parking surveys for special land uses. Regional Planning Agencies and national professional organizations, such as Urban Land Institute (ULI) and Institute of Transportation Engineers (ITE) also publish recommended parking rates for variety of land uses. ULI and ITE have also developed methodologies and databases for mixed-use type land uses. Additionally, certain reduction factors are identified for parking demand at projects with unique characteristics, such as close proximity to transit facilities or in areas with active pedestrian or bike facilities. The City of Santa Clara has adopted policies in its General Plan which are consistent with these transportation planning principles.

## **General Plan Parking Policies**

The following two General Plan policies encourage transit use, and require new development to incorporate reduced onsite parking:

General Plan Policy 5.3.2-P21 - Encourage new housing developments to incorporate design features, programs and incentives for increased transit ridership and decreased parking demand.

General Plan Policy 5.8.3-P9 – Require new development to incorporate reduced onsite parking and provide enhanced amenities, such as pedestrian links, benches and lighting, in order to encourage transit use and increase access to transit services.

## **Zoning Code Parking Requirements**

### ***Planned Development District Requirements***

The proposed project site is proposed to be re-zoned to Planned Development pursuant to Zoning Code Section 18.54.060. Pursuant to Zoning Code Section 18.54.060(b)(5), the project can establish its own parking requirements to meet demand based on its location, development features, and to further alternative means of transportation. Therefore, project-specific features, location and proximity to transit and services, as well as established parking requirements for similar projects should be used as a guide to develop appropriate parking requirements for a Planned Development project.

### ***Multi-Family Residential Requirements***

It is our understanding from City Planning staff that, for multi-family residential projects the City has historically applied the parking standards in the Medium-Density Multiple-Density Zoning District which requires two off-street parking spaces (one covered and one uncovered) for each dwelling unit regardless of bedroom count. Zoning Code §18.20.15. Using this standard, 825 residential units would require 1,650 parking spaces, 825 of which must be covered.

The City's Zoning Code has also established parking requirements for multifamily units in Mixed Use Combining Zoning Districts and Transit-Oriented Mixed Use Combining Zoning Districts, which are both based on the number of bedrooms in each unit (1 space per Studio, 1.5 spaces for one-bedroom, 2 spaces per two-plus bedrooms). Zoning Code §§18.22.040(j); 18.22.140(j). The application of these parking rates to the proposed project would result in a total parking requirement of 1,425 spaces for the residential units in the proposed project.

“Mixed use development, located near transit, and transportation demand management (TDM) can accommodate reduced parking because increased transit capacity and mixed uses can reduce vehicle trips and vehicle demand per household or by land use.” Zoning Code §18.22.040. As a mixed use, multi-family apartment project, these parking standards are generally more appropriate to provide the standard for the residential units in the proposed Planned Development project than the Medium Density Residential standards.

### ***Visitor Parking Requirements***

Visitor parking is not expressly required in the Mixed Use Combining, Zoning Transit-Oriented Mixed Use Combining, or Medium-Density Multiple-Density Zoning Districts. We understand from City Planning staff that the City has historically required at least ten percent of the required to be assigned to visitors for multifamily residential projects. See e.g. Zoning Code §18.54.080(a)(2) for community ownership projects. The application of this parking rate to the proposed project would result in a total parking requirement of 83 spaces for the visitors to the residential units in the proposed project.

### ***Leasing Office Requirements***

The Zoning Code does not include specific parking requirements for a leasing office that is part of a multi-family residential development. The parking demand associated with the leasing office for residential projects is included in the parking rates established for the residential units within the project.

### ***Retail and Restaurant Requirements***

For retail uses, Zoning Code Section 18.74.020(r)(3) requires five (5) parking spaces per 1,000 gross square feet. For indoor restaurant uses, Zoning Code Section 18.74.020(r)(2) requires one space for each two hundred (200) square feet of gross floor area or one space for each three seats, whichever is greater.

37,959 gross square feet of retail would require 190 parking spaces. 5,890 gross square feet of indoor restaurant uses would require 30 parking spaces. The specific number of seats is not known at this time.

Although the City of Santa Clara does not have a specific parking code requirement for outdoor patios for restaurants, applying Zoning Code Section 18.74(r)(2), would require one space for each two hundred (200) square feet of gross floor area or one space for each three seats, whichever is greater. Based on this requirement, the 1900, sf, 50-seat patio planned exclusively for the restaurant would require 17 parking spaces, calculated for number of seats, or 10 parking spaces when using the square footage of the patio area.

### **Parking Provided in the Proposed Project**

Because the proposed project is mixed use, is located near transit, and will have a TDM program, its parking demand will be lower than that for used for typical multi-family residential developments in the Medium Density Multi-Family Zoning District. The required parking rates are therefore are modeled after the Mixed Use Combining Zoning District parking requirements and are based on number of bedrooms per unit for the residential component of the proposed project. Additional parking spaces for visitors and amenities are provided, as described below.



The project proposes to implement an on-going on-site parking management program, including daily and night time monitoring of the parking facilities will ensure compliance with the project parking regulations. Additionally, the monitoring program will prevent the use of the surface parking lot and the visitor spaces in the parking garage for potential “park-n-ride” purposes.

**Table 1** on the following page provides a summary of the parking standards for the proposed project as compared to the standard rate used in the Medium Density Multi-Family Zoning District. An explanation of the requirements for each parking type follows Table 1.

**Table 1.** Monticello Village Parking Standards.

Use	Proposed Rate	Standard Rate	# units/ estimated sf	Proposed Parking	Standard parking
<b>Multi-family mixed use Residential<sup>1</sup></b>					
<b>Studio</b>	<b>1.0</b>	<i>2.0</i>	<b>7</b>	<b>7</b>	<i>14</i>
<b>One-Bedroom</b>	<b>1.5</b>	<i>2.0</i>	<b>439</b>	<b>659</b>	<i>878</i>
<b>Two-Bedroom</b>	<b>2.0</b>	<i>2.0</i>	<b>379</b>	<b>758</b>	<i>758</i>
<b>Visitor</b>	<b>0.1/total</b>	<i>0.1/total</i>	<b>825</b>	<b>83</b>	<i>83</i>
<b>Retail</b>	<b>5/1000</b>	<i>5/1000</i>	<b>37959</b>	<b>190</b>	<i>190</i>
<b>Restaurant - Indoor</b>	<b>5/1000</b>	<i>Greater of 5/1000 or 1/3 seats</i>	<b>5,890</b>	<b>30</b>	<i>30</i>
<b>Restaurant – Exclusive Outdoor Patio</b>	<b>1/3.5<sup>3</sup> seats</b>	<i>1/3 seats</i>	<b>1,900 sf/ 50 seats</b>	<b>15</b>	<i>17</i>
<b>Leasing</b>	<b>n/a<sup>2</sup></b>	<i>n/a</i>	<b>4,303</b>	<b>n/a</b>	<i>n/a</i>
<b>TOTAL</b> (includes 6 carpool/Vanpool/Car Share spaces in proposed project)				<b>1,742</b>	<b>1,970</b>

<sup>1</sup> Standard rate based on Medium Density Residential, one covered, one uncovered.

<sup>2</sup> Included in Multi-family parking rates.

<sup>3</sup> Reduced due to TOD/mixed use nature of the project.

### ***Proposed Multi-Family Residential Parking***

Parking for the multi-family residential development would be provided in the parking garage at a rate of 1.0 parking space per studio unit, 1.5 parking spaces per one-bedroom unit, and 2.0 parking spaces per two bedroom unit.

This mixed-use project is located close in proximity to transit facilities. The project site is located two blocks away from the Caltrain Lawrence Station at 1001 Railroad Avenue. In addition to Caltrain, Altamont Commuter Express, Amtrak, VTA, and Airport Flyer provide transit services to and from this station. The project’s proposed pedestrian pathways and street frontage sidewalks provide easy and convenient means of access to and from this transit station. Additionally, on- site bike lockers are provided for residents and employees to further facilitate and encourage alternative means of transportation.

These project features and the interaction between the on-site residential and retail uses will result in overall reduction of parking demand at this site.

The proposed project provides parking for the multifamily units in accordance with the appropriate City's Zoning Code requirements for mixed-use projects, with additional parking spaces for visitors and its leasing office. Also, the common area seating is provided as an amenity for the residents and visitors and since no services will be offered at these seating locations no additional parking demand will be generated by this element of the project.

### ***Proposed Visitor and Carpool/Vanpool/Car Share Parking***

Visitor parking would be provided in the garage at a rate of 0.1 space per unit for a total of 83 spaces. This is consistent with the Zoning Code. An additional 6 parking spaces would be provided for Carpool/Vanpool/Car Share Parking.

### ***Proposed Leasing Office Parking***

The parking demand associated with the leasing office for residential projects is included in the parking rates established for the residential units within the project so no additional parking spaces are proposed.

### ***Proposed Retail/Restaurant Parking***

The surface parking lot would provide 100 parking spaces in front of the stores, and 135 spaces additional spaces would be provided in the upper parking garage.

Parking for the retail would be provided at a ratio of five (5) spaces per 1000 gross square feet. The indoor restaurant use would be provided at a ratio of (5) spaces per 1000, regardless of the number of seats proposed in the future restaurant. The outdoor exclusive use patio for the restaurant would be provided at 1 space per 3.5 seats.

No reduction factor has been applied to the retail parking even though a 30 percent internal capture is supported by the ITE Trip Generation Manual. The parking rate and resulting parking allocation for the proposed retail/restaurant uses will therefore accommodate any demand associated with the exclusive outdoor patio area for the restaurant.

As previously stated, the City's Zoning Code confirms that Mixed Use development projects located near transit can accommodate reduced parking due to reduced vehicle trips. ITE Trip Generation Manual (9<sup>th</sup> Edition) provides a recommended range of 34% to 54% for level of internal capture within multi-use developments related to trips being originated from residential to retail. Therefore, it is reasonable to assume that at least 30 percent of the retail/restaurant parking will be already accommodated by the parking that is provided for the residents of the project since they would walk to the restaurant. Since the proposed project is providing 235 parking spaces for the retail/restaurant uses in

accordance with the City's code and without any discount (up to 66 spaces based on a 30 percent internal capture) for the mixed use feature of the project, the slightly reduced restaurant patio parking demand can be accommodated by the parking already provided for the retail/restaurant uses within the project site.

### **Conclusions**

The proposed Monticello Village development of 825 apartment homes and a 43,849 square foot-retail center, including a 5,890 square foot restaurant with a 1,900, sf 50-seat exclusive outdoor patio, is a mixed-use type development with close proximity to transit facilities and development features that would promote alternative means of transportation. The proposed project is consistent with General Plan Policy 5.8.3-P9 because it is a new development that incorporates reduced onsite parking and provides enhanced amenities, such as pedestrian links, outdoor seating areas, encourages transit use and increase access to transit services.

The project is expected to have lower traffic generation and parking demand characteristics when compared to stand alone Medium Density Multi-Family and Commercial Retail projects. The project has been parked based on parking rate requirements established by the City for more applicable mixed-use type projects. Furthermore, additional visitor, carpool, vanpool and Zip Car parking spaces have been provided on-site. These features and the on-site parking management/monitoring plan will ensure that the project's parking demand will be accommodated on-site without adverse impact on adjacent streets.

The ongoing on-site parking management program that includes daily and night time monitoring of the parking facilities will ensure compliance with the project parking regulations. These measures, coupled with the fact that some retail businesses and the leasing office will be closed in the evenings, will ensure that ample and convenient parking spaces will always be available for the visitors to the project site. Furthermore, should future conditions show any on-site parking problems and/or over flow parking in the adjacent neighborhoods a parking management plan, which could include providing additional parking spaces, will be developed to address these problems.

As proposed, the project will provide adequate on-site parking supply to meet demand while incorporating features to achieve the City's General Plan goals and policies for reducing parking demand and supply and to promote the use of alternative means of transportation.